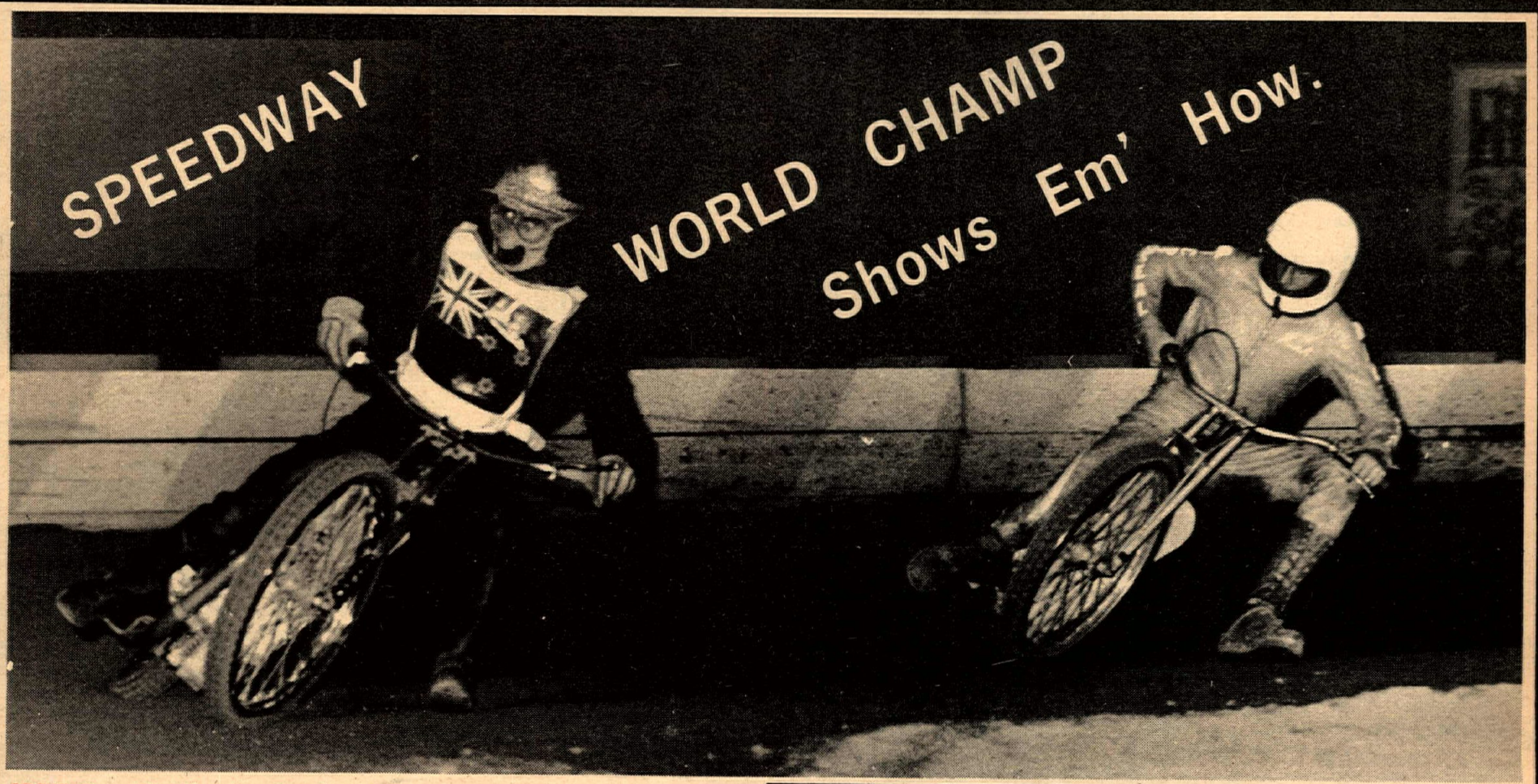
THE MOTORCYCLE ENTHUSIAST'S WEEKLY NEWSPAPER VOLUME V Number 43 November 21, 1968

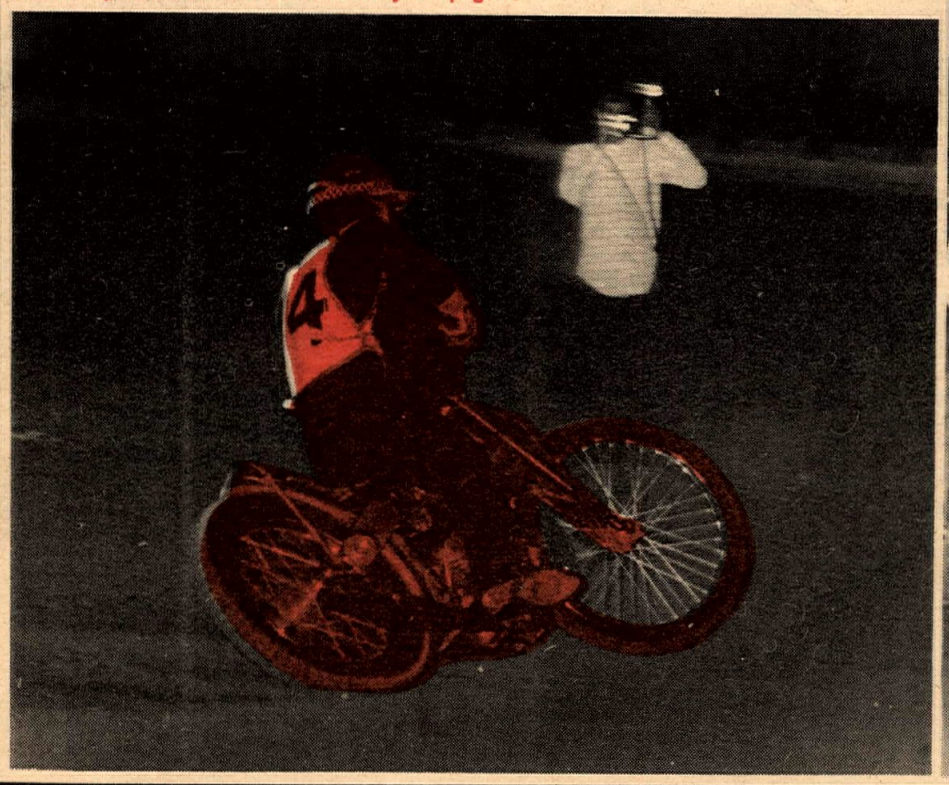
CYCLE NEWS

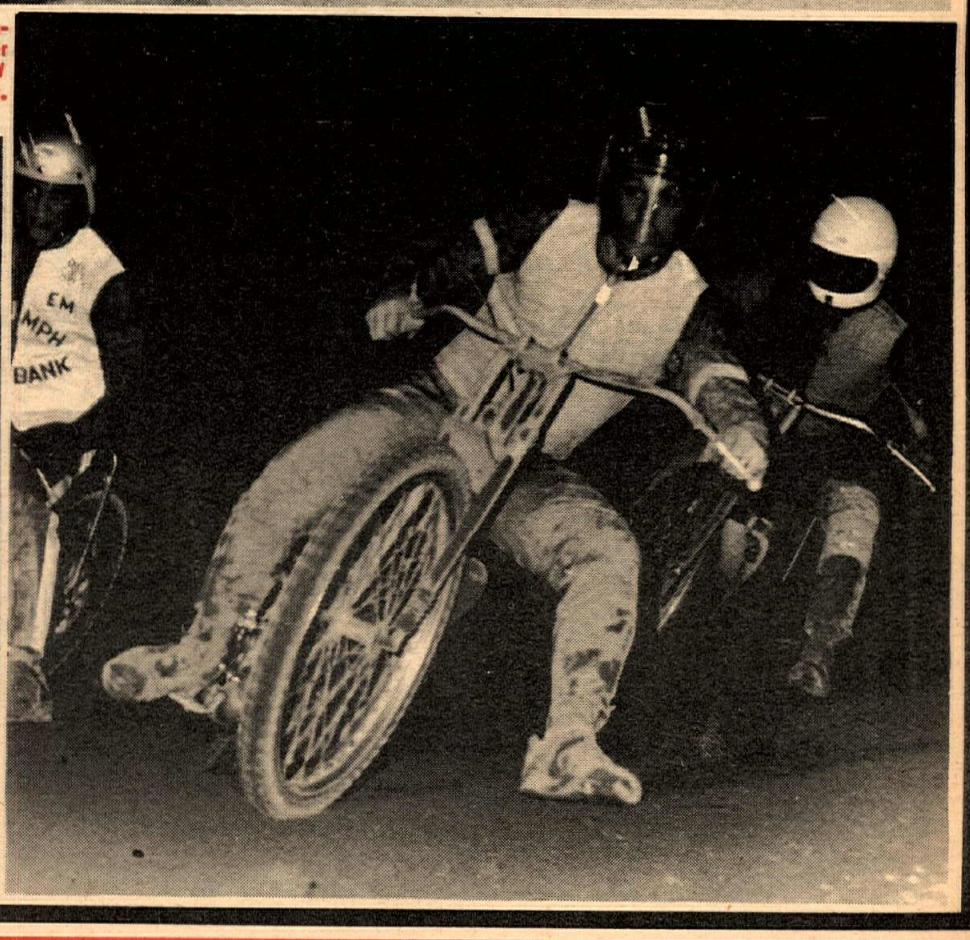
California M/C Voting Records (SEE PAGE 3)

WEST 25¢



ABOVE: Current World Speedway Champion Ivan Mauger (pronounced "major") shows International sliding style to Rick Woods, right, who seems to be picking up quickly. BELOW LEFT: Mauger thrilled a near-capacity crowd at Whiteman Speedway in Pacoima, Calif. last weekend. BELOW RIGHT: Jack O'Brien crosses up between Eddie Mulder and Paul Conserriere at Whiteman. Photos by Dennis Greene. For full story see page 6.





NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY WEDNESDAY NIGHT

QUARTER-MILE FLATTRACK RACING at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. 125-250-Open classes, 40% purse, pits close 8 p.m. For info call (714) 528-4290.

SPORTSMAN TT RACES at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. All classes, runs in conjunction with flattrack, pits close 8 p.m. For info call (714) 528-4290.

EVERY THURSDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

EVERY SATURDAY NIGHT

CLASS A SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. at San Fernando Rd., Pacoima, Cal. Races 8 p.m., $2.50 adults, $1.50 under 12, free under 6. Free parking. For info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal. (213) 983-1617.
SEE AD THIS ISSUE

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

1st SAT. NIGHT OF EACH MONTH

AMA PROFESSIONAL TT STEEPLECHASE RACES at Ascot Park, 183rd & Vermont, Gardena, Cal., promoted by J.C. Agajanian. For info call (213) DA 3-5055.
SEE AD THIS ISSUE

FRIDAY, NOVEMBER 8th

1968 CALIFORNIA STATE HALF-MILE CHAMPIONSHIP at Ascot Park, 183rd & Vermont, Gardena, Cal., promoted by J.C. Agajanian. AMA sanc. Info (213) DA 3-5055. SEE AD THIS ISSUE

SAT. & SUN., NOV. 9 & 10

INTER-AMERICAN MOTO-CROSS SERIES at Dallas, Texas. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289. SEE AD THIS ISSUE

10th ANNUAL GRAND PRIX at Hopetown by Dirt Diggers M.C. Dist. 37 pts. Info: (213) 964-5076. SEE AD THIS ISSUE

SUNDAY, NOVEMBER 10th

22nd ANNUAL COWBELL DERBY Enduro by Hayward M.C. Starts at Upper Lake, Calif. Call Robert Queen, (415) 538-3412. Mail entries to Cowbell, 21077 San Miguel Ave., Castro Valley, Calif. 94546.

SCMA FUND-RAISING RIDE. Sign-in Pauls H-D, 16211 Bellflower Blvd., Bellflower, Cal. 8-10 a.m. Cars welcome. Info (714) 429-3557.

BENEFIT SCRAMBLES by the King City Wheelers at the Fairgrounds, King City, Calif. AMA sanc., dist. 35 pts. Signup 8:30 to 10:30 a.m., prac. 9:30 to 11:00 a.m., races 11:30. Info Bill Williams, (408) 385-4230.

MOTO-CROSS by Ridge Runners M.C. at De Lavega Park, Santa Cruz, Cal., limed from Hwy 1 & Morrissey Blvd., prac. 9-10:30 a.m., race 11 a.m., for info call (408) 426-4161.

WED.-FRI., NOVEMBER 13, 14, 15th

3rd ANNUAL MOTORCYCLE AND ACCESSORY TRADE SHOW at the Anaheim Convention Center, Anaheim, Cal. Info Larry Hester (213) 681-2421.

SAT. & SUN., NOV. 16 & 17th

INTER-AMERICAN MOTO-CROSS SERIES at Westlake Village, Los Angeles, Cal. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289.
SEE AD THIS ISSUE

SAT., NOV. 16, 23, 30 & DEC. 7th

INDOOR SHORT TRACK RACES by Bob Barkhimer Assoc., Inc. AMA sanc. County Fair Expo Building, 344 Tully Road, San Jose. Pit gate 6 p.m., trials or warm-ups 7 p.m., races start 8:30 p.m.

SUNDAY, NOVEMBER 17th

14th ANNUAL HARE SCRAMBLES at Wilseyville, Cal. by the Polka Dots M.C. Limed from Jackson on Hwy 88. Sign-up 7-10:30 a.m., races 11 a.m., AMA sanc. Info P.O. Box 8544, Sacramento 95822.

NORWALK ROCKETS TURKEY SHOOT at Hoxie Park in Norwalk, Cal. Sign-in 8-10 a.m., $1.75. Info (213) 863-5339 or 863-9106.

SCRAMBLES by Slo-Pokes M.C. at Santa Maria Speedway, Santa Maria, Cal. Double Dist. 35 pts., Memorial Race to benefit family of Larry Fessenden. AMA sanc., noon start. Limed from Hwy. 101 Bakersfield exit (Hwy. 166 East). Info Box 2177, Orcutt, Cal. or (805) WE 7-5836.

SAT. & SUN., NOV. 23 & 24th

CATTLE CALL RUN by Mary's Men M.C., AMA sanc., SDRRA pt. run. Start finish at Cattle Call Arena, Brawley, Cal. 8 a.m. For info, Mary's Men M.C., 4588 50th, San Diego, Cal. 92115.

INTER-AMERICAN MOTO-CROSS SERIES at De Lavega Park, Santa Cruz, Cal. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289.
SEE AD THIS ISSUE

SUNDAY, NOVEMBER 24th

PACIFIC INTERNATIONAL GRAND PRIX ROAD RACE by FIM/AFM at Orange Co. Int'l. Raceway. For entry info write P.O. Box 213 No. Hollywood, Cal. 91603 or call (213) 762-9875. Entries close Nov. 11. Purse $1,750.
SEE AD THIS ISSUE

13th ANNUAL TURKEY MUD SCRAMBLES by Oregon Sidewinders M.C., 100-175-250-Open classes, at Sidewinders track on SE Lawnfield Rd., Clackamas, Ore. near Portland. Info write Rt. 3, Box 290-C, Oregon City, Ore. 97045.

SCRAMBLES by Sprockets M.C. at Sprockets Park, Bakersfield, Cal., sign-up closes 11:30 a.m., race at noon.

MOTO-CROSS by Hi Boots M.C. at Dehesa Track near San Diego. AMA points. Call (714) 477-8024 or 449-0784.

TOYS FOR TOTS POKER RUN- Admission, one toy. Starts 8 a.m. at Eagles Lodge, 4684 S. Saviers Rd., Oxnard, Cal. U.S. Marine Corps charity. Spons. by Oxnard M.C.

SATURDAY, NOVEMBER 30th

2nd ANNUAL BARSTOW TO LAS VEGAS PACIFIC SOUTHWEST CHAMPIONSHIP HARE & HOUND by San Gabriel Valley M.C. Dist. 37 pts., 185 mi. desert terrain. Limed from Minneola Rd. offramp approx. 12 mi. no. of Barstow, Cal. on Vegas Fwy. For info contact SGVMC, P.O. Box 813, El Monte, Cal. 91734.

SAT., NOV. 30 & SUN., DEC. 1st

INTER-AMERICAN MOTO-CROSS SERIES at Carlsbad Raceway, Carlsbad, Cal. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289.
SEE AD THIS ISSUE

SUNDAY, DECEMBER 1st

SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal., starts 1 p.m.

HARE SCRAMBLES by the Marin County M.C. at China Camp, Cal. Limed from Marin County Civic Center, San Pedro Rd., Turn-off 101, just north of San Rafael. Sign-up 9-11, race noon. $3 ride, $1 watch. Info: Jim Howland (415) 897-5901.

MOTO-CROSS BY Ridge Runners M.C. at De Lavega Park, Santa Cruz, Cal., limed from Hwy 1 & Morrissey Blvd., prac. 9-10:30 a.m., race 11 a.m., for info call (408) 426-4161.

IRON HORSE ENDURO by Bay City M.C. at Lucerne, Cal. For info, Bay City M.C. c/o Ralph's Motorcycles, 1105 Solano Ave., Napa, Cal. 94558.

3rd ANNUAL HARE SCRAMBLES, by the Cycliens of Bakersfield. Limed from Bakersfield Speedway. AMA sanc., race at noon. Info: Wendyl Aragon (805) 831-2121.

HARE SCRAMBLES by the Marin County MC at China Camp. Limed on Hwy 101 at San Pedro Road just north of San Rafael. AMA sanc., sign-up 9-11 a.m., race at noon. Info: George Schaffer.

SUNDAY, DECEMBER 8th, 1968

TT SCRAMBLES by Hi Boots M.C. at Dehesa track near San Diego. AMA points. Call (714) 477-8024 or 449-0784.

SCRAMBLES by Blue Barons M.C. at clubgrounds in Tacoma, Wash., AMA sanc. Info from club, 1606 S. Madison, Tacoma, Wash. 98405 or (206) SK2-7524

INTER-AMERICAN MOTO-CROSS SERIES at Saddleback Park, Irvine, Cal. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289. SEE AD THIS ISSUE

SOUTHERN NEVADA TT CHAMPIONSHIP by Vegas Valley M.C., Las Vegas, Nev. For info contact Tom's Cycle Center, 1030 S. Main, Las Vegas, Nev. (702) 382-6600.

FRIDAY, DEC. 13, 27, FEB. 7, 14th

INDOOR MOTORCYCLE SHORT TRACK by Bob Barkhimer Assoc. Inc. at the Cow Palace, San Francisco, Cal. Pit gate 6 p.m., trials or warm-ups, 7 p.m., races start 8:30 p.m.

SUNDAY, DECEMBER 15th

INTER-AMERICAN MOTO-CROSS SERIES at Guadalajara, Mexico. For info & entries contact International Moto-Cross 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289.

MOTO-CROSS, by Placerville M.C. – Limed on Hwy #50 4 mi. west of Placerville, Cal. AMA sanc. Mail entry til Dec. 1, $2.50, P.O. Box 311, Placerville, Calif. 95667. Post $3.50, for info call 622-0549.

SUNDAY, JANUARY 5th

SAW MILL ENDURO by North Bay M.C. at Santa Rosa, Cal., AMA sanc. For info write North Bay M.C., 415 Davis Street, Santa Rosa, Cal.

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CYCLE PROFILE-
O'Leary Has Ridden Iron Ponies 34 Years

By Ervin Hickman

Jack O'Leary, Yamaha Motorcycle dealer in Austin, Texas, has a room full of trophies earned over a 34-year span of riding motorcycles.

His sign at 7935 Burnet Road says simply: Jack O'Leary Motorcycle Sales.

O'Leary has been in the motorcycle business for 22 years. His career with motorcycles began when he was 16 years old and living in San Antonio, Texas.

"I managed to save and scrape and bought an old Indian. After working it over, I then traded it in and kept trading up until I managed a new machine, but I can assure you this was quite a problem for a schoolboy and took lots of doing," he reminisced.

Most of the early day competition was scrambling and TT racing and O'Leary put many a rider to shame as he hit Texas tracks over an 8-year span. Every weekend from April to September back in the 30's there was wide excitement in racing. O'Leary won his first trophy – a small wooden plaque with a dull gray miniature machine with a rider on it – when he was 18.

"Despite 'hot-shoe artists' and many other tricks learned by weekend racers, the percentage of accidents in motorcycle racing then, as now, is small," he said.

O'Leary declares that it takes more "guts" to drive on city streets than it does to race. There are no automobile drivers on the track, he said.

"For some reason or other," O'Leary pointed out, "car drivers expect the motorcycle to get out of the way, no matter who has the right of way. I guess that is because the car is larger," he concluded.

While the Austin dealer rides many miles each year, his son, now 16, is learning from his dad all the fine points of the sport of motorcycling and has participated in many of the meets in Austin as well as Central Texas.

Each year, Mexico and the U.S. participate in a joint 150-mile endurance run on the first Sunday in May. This annual event is called Cinco de Mayo and is usually held in the valley town of San Juan, Texas, but spills over into Mexico some years. The event draws motorcyclists from long distances. The cross-country endurance run, with 100 to 250 contestants, is a popular event in this area.

"We are particularly impressed by the number of people who like the cross-country events. The Austin and Central Texas area is perhaps one of the most scenic and picturesque sections to be found anywhere in the nation, and these events encompass everything from mountains to lake areas, rocky areas, and some desert strips," the Yamaha dealer pointed out.

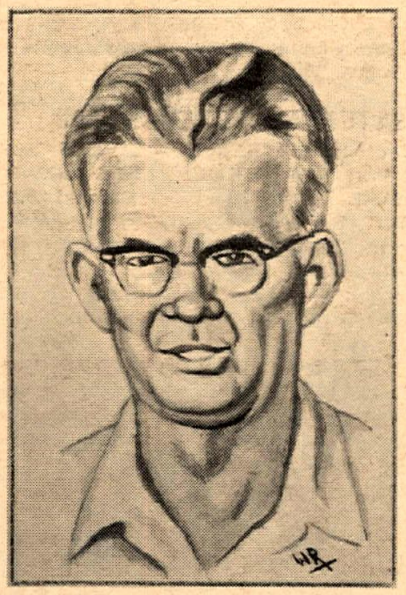
There is a new buying pattern in the Texas capital section, O'Leary said. The motorcycle market has been over the years a teenager market and to a degree they still buy and hold the key to future sales for any dealer.

"Our newest market has become the university student between the ages of 20 to 30. Here in Austin we have an enrollment of some 30,000 University of Texas students who find a motorcycle expedient to ride to classes or for scenic spins out in the lake or mountain areas west of the city", he said.

"We are not surprised with this new market," O'Leary pointed out, "but the demand is growing; instead of the purchase of 60-80 and 100cc bikes, this crop of buyers go strong for the 250-350cc type," he said.

Amazing, also, is the fact that some 70% of the sales made by Jack O'Leary Motorcycle Sales is cash. Some credit sales are financed, and they are welcomed by this Texas dealer. The reason he advances for the cash sales is that the city is the capitol and has many state agencies. Most of these state departments have credit unions, thus financing proves easy. Motorcycle minded folk just come in, get the price, and soon they are back with a check or cash and say, "roll her out, I'm ready to ride." Simple as that.

The tree-shaded area around Jack O'Leary's firm is a complete one-stop service for motorcyclists in Central Texas. Because he has been in business 22 years, (12 at the present location),



and because he is dependable, he prospers.

The firm utilizes consistent radio advertising as well as newspaper inches. Additionally, the telephone yellow pages in all the cities in Central Texas carry the Jack O'Leary ad. But perhaps the outstanding thing about this remarkable dealer is his active participation in events and the many trophies in his office and home proving his prowess on the "iron ponies."

Nearly any day you'll find 15-20 motorcycles in the workshop of O'Leary's dealership – some of which are from almost 150 miles away. These fellows want to talk shop and they've found a man who not only can talk the language from practical experience but likes to talk it. It's in his blood.

Mrs. O'Leary is a motorcycle fan, also. Says she's not afraid to ride with Jack anywhere and loves the sport tremendously. "We've been chasing these iron ponies a long, long time," she says, "and that's the only way we're happy."

O'Leary's sage advice to any new dealer sums up about like this: "Takes lots of hard work, then more hard work, a deep inventory in parts and strict adherence to factory service recommendations. Being lazy and hoping for the best just won't get the job done."

HOW THEY VOTED ON MOTORCYCLE MATTERS

By Barbara Adams Dahms

Legislative Notebook

California Voters: Here's Who is With Us and Who Isn't.

Readers have asked us to recap the positions of the members of the California legislature on motorcycle legislation.

John F. Foran, twice introduced mandatory helmet legislation, fought very hard for its passage. He is from Assembly District 23 in the San Francisco area.

Members of the Assembly Transportation committee who favored the bill were: James A. Hayes, A.D. 39 Long Beach; L.E. Townsend, AD 67, Torrance; Wadie P. Deddeh, AD 77, Chula Vista and Craig Biddle, 74, Riverside, who was sort of in-between. L.E. Townsend introduced the footwear bill which failed.

Those who opposed the helmet provision were David Negri, AD 41 Granada Hills; Walter Karabian, AD 45; Monterey Park; Peter Schabarum, AD 49, Covina. Dave Negri has been most helpful to our cause.

Members of the Assembly Ways and Means Committee who opposed the helmet provision were John Burton, (who put in the amendment to remove helmets) AD 20, San Francisco; Carl Britschgi, AD 26, Redwood City; Stewart Hinckley, AD 73 (who put in the amendment to remove eye protection requirements) Redlands; Leon Ralph, AD 55, Los Angeles and Don Mulford, AD 16 Piedmont.

Senators who opposed helmet provisions in Senate Transportation were Lou Cusanovich, SD 23, Van Nuys; Fred Marler SD 2, Redding; Alan Short, SD 6, Stockton; Lawrence Walsh, SD 30, Huntington Park, (who put in the amendment to remove helmets); Joseph Kennick, SD 33, Long Beach; Alfred Alquist, SD 13, San Jose; Milton Marks, SD 9, San Francisco, and, ultimately, Randolph Collier, who had strongly favored helmets the previous year, SD 1, Yreka. Sen. Cusanovich was one of the original opponents of helmet legislation, standing almost alone when the 1967 bill went all the way to the Senate Finance committee where it was stopped by: George Miller, SD 7, Martinez; Howard Way SD 15, Exeter; Walter Stiern, 18, Bakersfield, and Stephen Teale, SD 3, Calaveras County.

Senator Lagomarsino, SD 24, Ojai, favored helmets, as did Sen. Donald Grunsky, SD 17, Watsonville and Tom Carrell, SD 22, San Fernando. Ralph C. Dills, SD 32, Long Beach, who authored the Senate bill, continued to favor helmets but was agreeable to the amendment removing them.

Other legislators who oppose helmet and similar requirements are Senators George Danielson, SD 27, Los Angeles, John Schmitz, SD 34, Tustin and Assemblyman Floyd Wakefield, AD 52, South Gate.

Voting on the footwear bill of Assemblyman Townsend, AB 366 was as follows:

Favoring footwear: Robert Badham, 71, Newport Beach; Richard Barnes, 78, San Diego; Carlos Bee, 13, Hayward; Craig Biddle, 74, Riverside; Robert Burke, 70, Huntington Beach; Eugene Chappie, 6, Cool; Charles Conrad, 56, Los Angeles; Earle Crandall, 25, San Jose; Mike Cullen, 44, Long Beach; Pauline Davis, 1, Portola; James Dent, 10, Concord; Edward Elliott, 40, Los Angeles; Jack Fenton, 51, Montebello; John Foran, 23, San Francisco; Joe Gonsalves, 66, La Mirada; Ray Johnson, 4, Chico; Ken McDonald, 37, Ojai; George Milias, 22, Gilroy; Don Mulford, 16, Piedmont; Frank Murphy, 31, Santa Cruz; Carley Porter, 38, Compton; John Quimby, 72, Rialto; David Roberti, 48, Los Angeles; L.E. Townsend, 67, Torrance; Victor Veysey, 75, Brawley; Floyd Wakefield, 52, South Gate and Edqin Z'berg, 9, Sacramento.

Opposing Footwear requirements: Frank Belotti, 2, Eureka; John Briggs, 35, Fullerton; Carl Britschgi, 26, Redwood City, William Campbell, 50, Hacienda Heights, Kenneth Cory, 69 Westminster; John Dunlap, 5, North Napa; Bill Greene, 53, Los Angeles; Stewart Hinckley, 73, Redlands; William Ketchum, 29, Paso Robles; John Knox, 11, Richmond; Frank Lanterman, 47, La Canada; John Miller, 17, Berkeley; Ernest Mobley, 33, Sanger; Paul Priolo, 60, Pacific Palisades; Leon Ralph, 55, Los Angeles; Newton Russell, 62, Tujunga; Peter Schabarum, 49, Covina; John Vasconcellos, 24, San Jose; George Zenovich, 32, Fresno.

The bill required 42 votes to pass and therefore failed. All others were not present for the vote. Some seeming inconsistencies between opinions in March on the footwear bill and opinions in April about the helmet provisions are explained by the fact that a number of legislators who previously favored helmets altered their views in the course of the hearings after hearing the facts and meeting the helmets.

In general, those who oppose this kind of bill without persuasion are those who oppose more laws. Those who believe government should help its citizens have to be shown that a specific piece of legislation will not help, before they will oppose it. Otherwise, the opinion on the bill was split across party lines and followed no pattern.

Governor Ronald Reagan favored the helmet legislation and included it in his "program" which gave it a sort of priority status and also limited the opposition of some of the Republican leaders in the legislature who privately opposed the whole idea.

ROAD TOUR
¡OLE ENSENADA!

Next Week in Cycle News:
MOTO-CROSS
Invaders Slaughter Americans!

P.I.G.P.
NOV. 24th.
$1,750 Purse
Orange County International Raceway
Entries Close Nov. 11th
See Calendar of Events this issue.

INTER - AMERICAN MOTO-CROSS SERIES IN THE WEST
NOV. 10th – DALLAS, TEXAS
NOV. 17th – WESTLAKE VILLAGE, LOS ANGELES
NOV. 24th – DE LAVEGA PARK, SANTA CRUZ
DEC. 1st – CARLSBAD RACEWAY, CARLSBAD
DEC. 8th – SADDLEBACK PARK, IRVINE
DEC. 15th – GUADALAJARA, MEXICO
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VOICES OF THE WEST

THANKS FOR COMING

This is to say "thanks," and to say how much we enjoyed hosting a few of the riders from District 37 at our recent Championship Moto-Cross. J. N. Roberts, Gary Bailey, and Ron Rondell are thought of up here as truly representative of ideal motorcycle sportsmen. They are congenial, patient, and fiercely competitive.

Mr. Roberts' Moto-Cross school held on the day before the race was an overwhelming success. All riders that attended were in a high state of elation over their new-found skills. For this, an extra thanks to J.N. His lecture period was delivered with great skill and interest, and was fully as effective as the session on the track. J.N. worked far longer, and far harder than we expected, and for this we are grateful.

Gary Bailey's Penton was a real curiosity in this area, served to confirm the rumor that it really did exist. Despite thousands of questions about it (most of them repetitive) from riders and spectators alike, Gary kept his good nature intact through the day. His sponsor has a great salesman.

THE highlight of the day had to be the ungodly jump off of a scaffolding that was actually higher than a telephone pole. This was done by the Viewfinders' Ron Rondell. It was a real heart-stopper, and is still being talked about. Any M.C. club looking for some crowd-pleasing intermission entertainment should talk to Ron.

In summary, these men are truly gentlemen, and great representatives of our sport. We are glad they came, and we enjoyed every minute of their visit.

HOWARD NAGEL
Seafair City M.C.
(Washington's #1 Competition Club)
Tacoma, Wash.

CONGRATS CHECKERS

We would like to commend the Checkers M.C. for the outstanding race they held on the Mojave Desert, October 13. As it was easy to see, there was a lot of work put forth and hours of planning. This race was an exceptional one for the season.

Little extras like signs leading to the pits, the colorful start, a well organized and well marked course made it an enjoyable race. Not to take away from the course itself. Yes, it was tough enough too.

Special thanks to Carroll Ditson and all the other Checkers who were there to lend a helping hand when needed, especially on the rough hills for trail bikes.

PETE AND RANDY KLASSEN
Ridgecrest, Cal.

TRY HARDER, NOVICES

Regarding the question that has come up about the length of races: Some feel Novices should only have to go one loop, and that Amateurs and Experts go the rest. In my opinion, if they are going to race, Novices should go the distance. If they can't go 80 to 100 miles they should do a little more practicing until they can.

This sort of separates the men from the boys. I'm 15 and I've made these distance races. My bike and I both held up OK. These races aren't just afternoon joy rides, they're tough. At least when you finish one you feel you've accomplished something.

Another article I read in Cycle News seemed to have mixed feelings about riders that have motorcycle shops sponsoring them. My feeling is that these sponsored riders proved their ability before the sponsor chose them, and that if a rider is good enough a shop will let him know. So just try a little harder and maybe some shop will choose you to ride for them.

RANDY KLASSEN
Trail Bike #68 Amateur
Ridgecrest, Cal.

LONG, LONG RACES

We enjoy a race that separates the men from the boys and see no need for people to cry over the long ones. If they can't hack it they could try giving up booze and cigarettes and getting themselves in condition. Or they could go drag racing. That only requires them to ride for 1/4 of a mile.

Jim Mahoney #80, Ira Mahoney #132, William John Pearse #405M, Steve Hulet #930, Don Sillings #104, Larry Hearn #320, Joe Myers #436M, Terry Tauchman, William A. Dick #548, Marianne Dick #547, L.S. Mulock #60, Ron Burpo #111, V.E. Mahoney, J.O. Johnson #74, Jim Clancy #828, Tom Jenkins, Jr. #69, Michael McClure #29, Larry Petrie, Richard Townsend #245M, David Trib #271, Patsy Dibble #546, Don Morgan #523, L.E. Peters #M239T, Roger Peters #909T.

(There were seven more names we couldn't make out.)

SHAPE UP

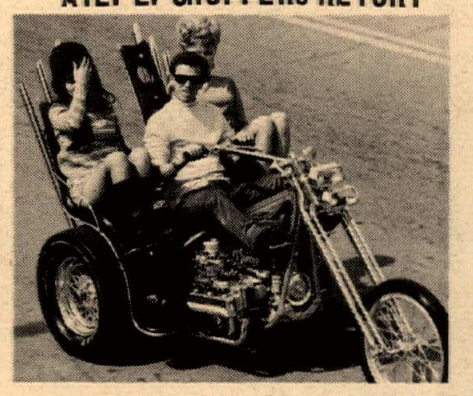
I am writing to voice my support for long trail bike races.

It has been stated that long races destroy machinery and man. With proper maintenance a trail bike will hold up just as well as a big bike. Desert riding is a physical sport. Those who compete should consider this, and maintain their bodies as they maintain their bikes.

Long races are a challenge. A sport is nothing without challenge.

L.S. MULOCK
Trail Bike #60
China Lake, Calif.

A.E. E. CHOPPERS RETORT



Big Daddy Roth has seen fit to attack the streetworthiness of our A.E.E. "Trike," which is rather comical since the Trike was built for the street. We realize you have a beautiful machine, Big Daddy, but you haven't got what it takes to best our Trike. Since you have thrown the challenge in our face, we have no choice but to answer.

We're ready, bring it on Big Daddy! We know we're best no matter what you have, but let's change things a little. Let's have a real test for street machines. We challenge you to a three-part series.

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2. NAVIGATING AND ENDURANCE IN TRAFFIC. This will cover handling, starting, stopping and negotiating over a given course in heavy business and residential areas.

3. ENDURANCE AT HIGHWAY SPEEDS AND DISTANCE. This includes flat lands, mountain areas, and long stretches where no fuel and services are available.

As you can see Big Daddy, we're ready with a real test for street machines. If you think you can handle the above courses and rules, let us know. If we don't hear from you by phone, or by editorial, we'll know that your machine hasn't got what it takes. No one would want to think of Big Daddy Roth as "chicken."

A.E.E. CHOPPERS
Buena Park, Cal.

COOLEY'S COLUMN

By Wes Cooley

The views expressed in this column are those of the columnist and are not necessarily the opinions of this newspaper.

Equal space will be provided to those who wish to take issue with any or all of the statements in Cooley's column.
—The Publishers.

It looks as though other factories are getting interested in Moto-Cross in the United States. Last week we had the Bultaco group join the International Moto-Cross set with a factory rider, Wiertz from Belgium. We also understand that Nick Nicholson and the Greeves factory will be sponsoring Bryan Wade from England. Bryan will not be competing until the Westlake event and will compete in the last four events on a Greeves.

If this series turns out to be successful, in 1969 our International Moto-Cross series in the United States could conceivably have represented every major Moto-Cross machine manufactured in the world. Naturally, we hope this does occur because it would bring us good riders from all over the world and a look at the equipment which is available for Americans to purchase.

For anyone who hasn't seen speedway racing this Saturday night would be a good time to start. It will be the last chance to see Ivan Mauger, the 1968 World's Speedway Champion. The 2000 spectators, and forty-odd riders and pit-crew who saw Ivan last Saturday at Whiteman Stadium were more than impressed.

Naturally, since he is the World's Champion and we have only been racing speedway for the last three or four months after many years, our riders can't keep up with Ivan. But a great deal can be learned by observing his technique and style of speedway racing. Whiteman Stadium being such a short course, it doesn't show off Ivan's talents,.

I think it would be a thrill to see him compete on a mile course with lap times of around 34 seconds on a 500cc JAP. This machine, in many aspects, looks like nothing more than a Schwinn bicycle with an engine.

Ivan is not only a world's champion but also a gentleman-- very soft spoken and well mannered. Hardly what you would expect in the tight competition of world's championship speedway racing. He is a native of New Zealand and rides under the ACU. He is also Great Britain's champion. In a six-month period, Ivan competes in approximately 110 events.

SCRAMBLIN AROUND

By Maureen Lee

O.K., scrambles riders, are you going to let the desert brigade show us up? Maybe you've noticed there's a hassle on about trail bikes going the full course in the desert. Now scramblers have something just as important going but I sure don't see many letters to the editor.

I'm talking about the mass start. The District and the Competition Committee are going to have to decide about when and if, it can be used. But it'll be hard to make a decision if they can't find out what the riders themselves want.

If you belong to a club your opinions are taken care of by your representatives and are argued over at club meetings. But what about all those who don't belong? They still have a say on what the rules are to be. So, let the Competition Committee, Cycle News, or me personally know what your opinion is.

I've had lots of people speak to me about it, but some letters might help. So far the majority like the idea. They say mass starts tighten up the day and we've spotted the fact that some riders do much better on longer races. They get warmed up about the 5th lap and keep going instead of pulling into the pits after four or five, only to find themselves cooling off from sitting around for an hour waiting for their next moto.

Everybody gets to ride for points. No longer are there those poor guys who sometimes rides one small heat, can't even make the semi and goes home with nuttin', just a few laps for their money.

There are objections too that are worth thinking about. So far the idea has worked but we want to see what will happen come spring when the greatest number of riders show up at scrambles and sheer weight of numbers will prohibit mass starts for safety's sake. Touch wood and whistle that things have worked so far. But the start of all those 250cc Novices Sunday got a bit sticky when they all got down to the first turn at Huntington!

Perhaps the rule could read that the mass start is not to be used when X number of riders are entered. But until that number is reached it will be up to the sponsoring club to decide. Of course, each track will differ as to the number of bikes that can safely start all at once.

Also, there's the possibility that lazy clubs who are a bit slow at organizing heats may use the mass start as a way out of doing the extra work. But anyway, let's all give some constructive thought to this. And if you have an opinion on it let someone know.

There's a story in this issue about the impounding of bikes at Huntington Beach Sunday. I'm planning a special piece on this stolen bikes routine. I've been promised the full co-operation of the Huntington Beach police department in "telling it like it is." The department unfortunately stepped on the toes of scramblers first, thereby irritating riders who aren't used to seeing policemen in racing pits. But one thing's for sure—we'll have to get used to it, and Huntington won't be the only one checked.

See you at Corriganville, and would you believe the Dirt Diggers had over 1100 entries this year, the biggest ever? This means that sporting riders will support that race come Europeans or no Europeans. And some of the faces you'll see there could conceivably do well at Dallas the same day. But this is Corriganville, man, and they want to ride there!

STEVE PEDERSON DIES

Steve Pederson, 21, of Long Beach, Cal., died Friday night, from injuries suffered at Ascot that evening.

This young competitor was an outstanding example of the New Image of up-and-coming racers. Dedicated to the sport, he was liked and respected by those who knew him.

With a fine background in road racing he had a promising career ahead of him on the dirt ovals and as an employee of Kawasaki. Just a few weeks ago he took second place in the 8-mile National at Ascot, Velocette-mounted, racing as an Amateur.

The deepest regrets of all of us go out to Steve Pederson's family.

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Mauger Screams to Wins on Full Lock

Nicholson's Records Fall

By John Grout

Photos by Dennis Greene

PACOIMA, Cal., Oct. 26 – Out under the arc lights at Whiteman Stadium Saturday rolled one of the damndest sights you'd ever want to see.

Just ask anyone who was there – and it was close to standing room only. "They let loose a buzzing buzzsaw...!"

It was Australian Ivan Mauger (pronounced Major) the International Speedway Racing King of 1968, making his initial U.S. appearance. No one could touch him, although John Hateley caught up once.

Just how fast is this Ivan Mauger? Well, for one thing, he left a JAP on the full-lock screw for such a long time in his practice laps that the machine just died under him in the third lap! It got tied up tighter than the laces on your shoes.

Now we've all heard revs before but this sounded more like a McCulloch chain saw.

It was the Aussie Buzzsaw, Ivan Mauger, revving the sacred red line right off the dial on the replacement JAP. Along the way he shattered all three track records, the one lap, the two and the four. It makes you wonder, just what he would have done – had he been in shape.

What was wrong with his shape? Well, nothing. But he hadn't been to bed for 28 hours, flying over the North Pole from England. He looked tired.

Afterward, Mauger said smiling; "This is a fine track, but it really isn't as large as my workshop at home."

Could Jimmy Have Won?

And yet, what if Jimmy Nicholson had been there? Would the outcome have been different? After all, Whiteman raceway had been the home away from home for "The Fence Flailer," Nicholson.

The new track marks set by Mauger, are really not that much faster than those reached by Jimmy. Ivan beat the first record by about half a second. Nicholson's other mark was bested by about a fifth of a second. So, with Nicholson in hospital, now just coming out of traction after a freeway accident, Mauger didn't have to beat our best.

Jack O'Brien tucks 'way under in a preliminary event.

Mauger, Steve Scott and Jack O'Brien (right), off the mark in an exhibition race. Mauger storms to the outside to get into the first turn first.

John Hateley, Jr. plays at being Mauger's shadow. He came closest to keeping up.

But young John Hateley performed sensationally, giving Mauger his closest race of the night. Hateley actually got a wheel under Ivan as they zipped through the second turn, and the crowd came to its feet in a thundering ovation.

So, just consider what you'll be seeing this week, when Mauger will be joined by his riding compatriot – "The Timber Toppin' Kangaroo" Barry Briggs. Barry has won the World Championship in four different years...!

Except for the nine special races featuring Mauger, Hateley, Ed Mulder, Jack O'Brien, Steve Scott, Chuck Jones, De Wayne Keeter, Johnny Carter, Elliott Schultz, Paul Conserriere and Larry Heinselman all the races were run on a straight progression system, 23 rounds in all.

The first Semi Main was won by Jack O'Brien. In the second Semi, it was DeWayne Jones. The third went to Paul Conserriere.

And, how about that seventh heat race of the evening? AMA high point Amateur rider in the nation, Mark Brelsford, making his initial appearance on a speedway machine, plowed under a substantial field of veteran racers. This race also marked the return of the "Flyin' Flea," Sammy Tanner. And Tanner was really moving until he got into a tangle and unloaded.

The two Main Events went to Eddie Mulder and John Hateley.

(Results on page 16)

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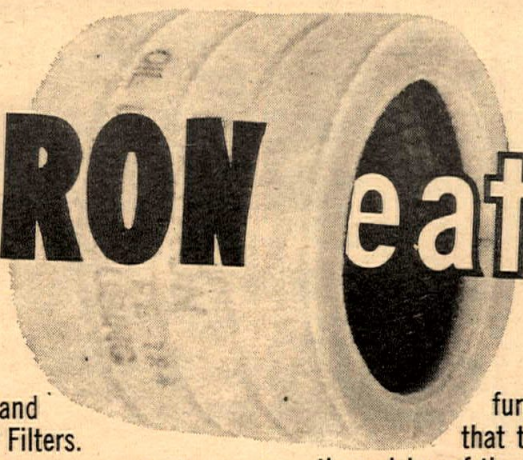
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Huntington Was A Beach

By Maureen Lee

David Aldana (#22) just couldn't get any more power out of the Suzuki to catch Scott's Hodaka.

The always-action class, Open Expert. Mike Posey (#6) hangs on while Terry Dorsch #7 tries to get under him. Eventual winner Ben Fakkeldy lurks behind them.

HUNTINGTON BEACH, Cal., Oct. 27 – The Sidehackers, the host club, have again tried to condense the scrambles, and once again it worked.

For a change the lightweight riders had to wait while the big bores rode first. Many 100cc Experts complained that they didn't get a fair share of the riding time. There were about 48 100cc Novices in three heats. Only seven moved on to the Main and there was no semi. There were 18 100cc Experts who rode one 8-lap Main while the big bores got 15 laps. And the Open Experts got 5-lap motos.

Off To The Races

Confidence was the word for 500 Novice winner Mike Patterson (BSA). He told us he was going to win and he did.

The 350/500 Expert went to Steve Scott and his "Bandit". He also took the 250 Expert but not without some hard work. Jim Connolly (Ossa) had it in the bag for 99% of the race. But a small mistake and a slowdown while lapping slower riders gave Scott the break he needed. Scott had come up through the pack to catch up to Connolly.

Richard Sweaney with Linus Beall right after him in the 100 Amateur clash. Beall won after Sweaney led for most of the race.

Ossas showed up well again in the Amateur class with Dan Carlton winning, Danny Hockie second and Tom Clark (Bultaco) got in there for third. Willie Hockie fourth.

Another rider who lost it right at the end was Richard Sweaney (Kawasaki) in the 100 Amateur. Linus Beall on his potent Bridgestone chased Richard determinedly for the whole race and then got him. Sweaney got the drive on the little straight before the last turn but hit Linus' rear wheel.

In 500 Amateur class people were wondering who #658 was. It's Ron Knowles, an Expert three years back featured in all the BSA ads and carrying a single digit number. He won Sunday. with Bob Ward (BSA) second, Rick Marquis third on his Honda that runs like Jack the Bear.

Charles Gann won the 250 Novice taking over on the first lap and holding on to his lead to the cheers of a enthusiastic pit crew. It was quite a scrap between Rick Talbot (H-D) and Walt Bird (Yamaha) for second and third.

Gary Scott on that fast Hodaka wrapped up the 100 Expert class again.

Buddy Carter had a great time with a first in the 125-200 Amateur on a Bul and a second on a Triumph in the Open Amateur behind Don Dudek.

Hero of the Day Award goes to flagman Max Hendricks who kept tabs on the leaders in long races and signalled them on what the opposition was doing behind. It helped.

Two Triumphs were tabbed, both for questionable numbers, one on the frame, the other on the engine. The two riders, John Kavanaugh and Terry Dorsch were told by the detective in charge they could ride but afterward, their bikes would still have to be impounded. They promised to return them to a designated spot after their races. Kavanaugh, who rides Open Novice, did so, although naturally under protest. Dorsch, however, loaded up and took off.

(Results on page 16)

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Minert Sticks To it, Edges Lars

Saddleback Dusteaters

By John Shedd

Saddleback was dusty as usual for the San Bernardino Valley M/C Moto-Cross. Maybe someday a club will figure a way to hold the dust down.

Besides the dust, smog and heat, the club had problems with the ambulance. It arrived late and left early without notice. This caused a long delay before the last two motos could be run.

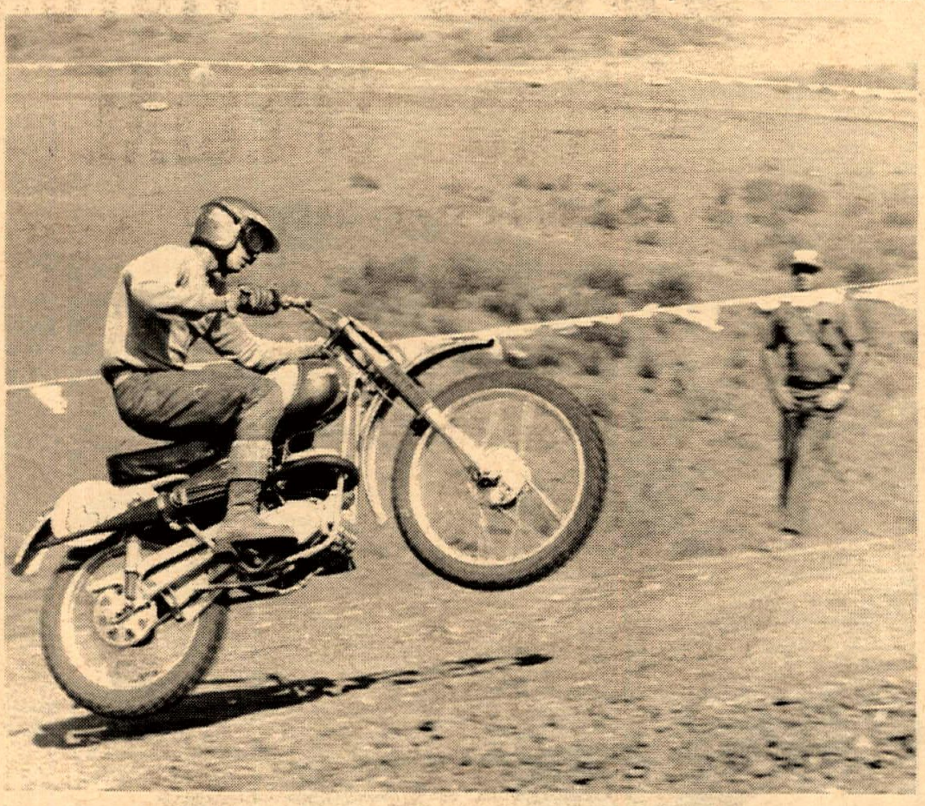
Most of the top local Moto-Cross talent was elsewhere, but that didn't mean there wasn't good racing.

Claes Nilson had little trouble taking the 125cc Senior class aboard Lars Larsson's Penton. Nilson won all three motos, his closest rival being Bob Maynard, also on a Penton.

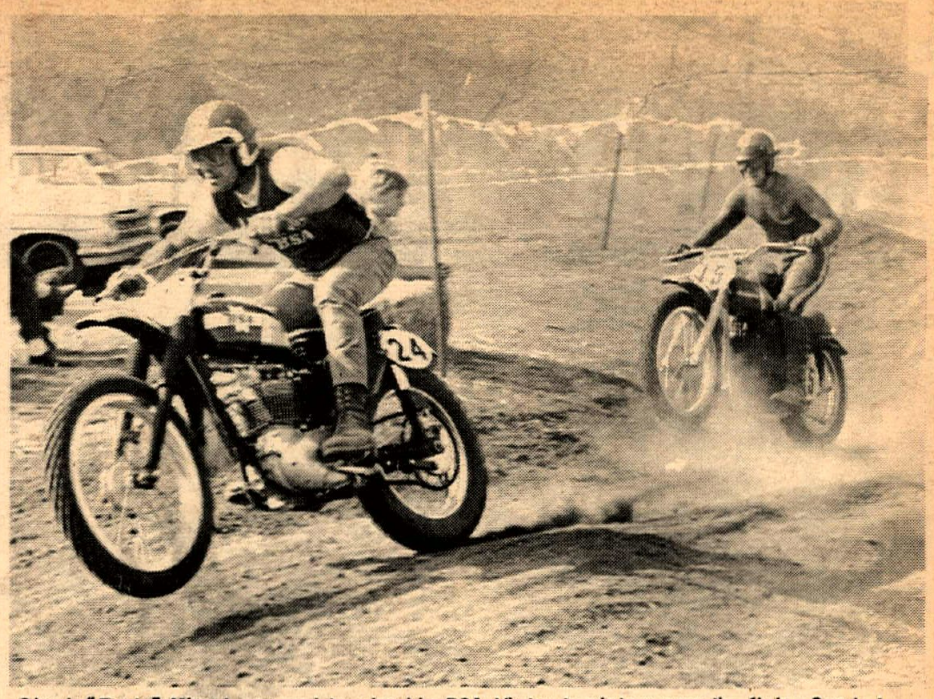
It was a Penton taking the win again in the Junior class with Bruce Baron riding. He won two.

Husky-mounted Russ Darnell captured the 250cc Senior class with ease. Everyone thought the battle would be between Larsson and Darnell, but Larsson had mechanical troubles in all three motos. Russ sailed passed the checkered flag three times.

Left: Hodaka mounted Steve Goldberg snatched second place gold in the 125cc Jr. class with a great ride behind the 125cc Penton of Bruce Baron. Steve's Hodaka was handicapped with its 100cc engine but still managed to come in ahead of many other 125's in the class.



Bruce Baron (playing 'Red Baron') takes his newly purchased Penton 125 through various maneuvers and managed to shoot down the field on their first mission to copp first place in the 125cc Jr.



Chuck "Feets" Minert managed to edge his BSA Victor to victory over the flying Swede Lars Larsson in the 500cc Expert class.

In the 250cc Junior class there were different winners in each moto. But when the points were counted it was Bultaco rider Chris Hollenbeck on top.

Gary McLarty had no difficulty getting top trophy in the 500 Junior, but the 500 Expert was a different tale. Chuck Minert and his BSA were out front in the first moto, Swedish swifty Lars Larsson on a Husky trying to play catch-up from way back. He made it, too and won with Minert hot on his heels.

Larsson came from behind again in the second moto, passing Minert for the lead. Minert stayed close, but was never able to get back the lead.

In the final, Larsson was caught way back in the pack. By the time he pulled into second, Minert had such a tremendous lead, it looked to be impossible to catch him. But Minert crashed and Larsson did get by. From all appearances, he had the win in the bag.

Bug once again Larsson had mechanical woes that stopped him from finishing. With a big smile and blood running from a cut on his lip, Minert took the checkered flag and the class win.

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Bill Gomen is looking good here on his trusty Hodaka and together they pulled off a fourth in the 125cc Sr. class.

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Earl Roloff

Roloff Makes Move

by Bill Harmer

Terminating an association that dates back to 1949, Earl Roloff has resigned his position as Sales Manager of the Guy Urquhart motorcycle agency in downtown San Diego, to affiliate with South Bay Yamaha at 165 Broadway in Chula Vista, Calif.

FIRE DESTROYS FLANDERS WAREHOUSE

A fire completely consumed the Pasadena, Calif. warehouse of the Flanders Co., western distributor of BMW motorcycles, Sunday night Oct. 27, destroying 120 new machines and $40,000 to $50,000 in parts.

Manufacturing and other facilities of the Flanders company were not harmed. The loss was covered by insurance, and will only accelerate the company's long-planned move to a new location. The warehouse was slated for demolition as it was in the path of a new freeway.

Bowers Shows Back to Big Bores Anderson Wins Walk-A-Thon

Story and Photos by Dick Wright

Al Baker finished a great second overall and first Open Expert aboard a Triumph 650.

MOJAVE, Cal., Oct. 20 – The place was Red Rock Canyon, fifteen miles north of Mojave, one of the most popular areas for desert racing. The event was a hundred-mile Championship Hare and Hound, with two different loops making a figure eight.

After a hard ride from the bottom of the canyon to the 8,000-foot timber line, the new District 37 Champ was twenty-eight-year-old school teacher Phil Bowers, #139x on a 250cc Yamaha. Bowers made his first overall win a good one.

The combined Open and 250cc class entries, 450 in all, went off at 9 a.m. Dusty Coppage, #60 on a Triumph, got to the smoke bomb first but missed the trail and was temporarily lost, taking two other riders with him. Larry Bergquist, #888x on a 250cc Bultaco was next to the smoke bomb, followed by Triumph-mounted Al Baker, #13. Bergquist also missed the course. His miscue came in the high, bushy country about two miles out. He took a couple of riders with him too. This allowed Mike Patrick, #7 on a Norton Twin to take the lead position, Phil Bowers right on his heels.

Patrick met a Jeep coming backwards along the course. The collision bent up his bars and forks and he was forced to give up the lead to Bowers for a while. But quickly regained it and led into the pits, trailed by Bowers, Jack Byers, #3 on a Metisse, Howard Utsey, #737, an Amateur on a 360cc C.Z., and James Martino, #5 on a Husky.

Patrick got a flat tire on the second loop and gave up the lead for good. Bowers, charging hard, picked up where Patrick left off. Byers ran into mechanical trouble and dropped back. Al Baker, meanwhile, was working his way up to second after losing the course.

At the finish, it was Bowers for the win. Al Baker was second, taking First Open Class. Utsey was third for First Amateur. Next in was Charlie Hockie, #34x on a 250cc Bultaco, and Tom Maxwell, #54 on a Norton. Gary Cole, #5x was sixth on a 250 Husky, with Gary Griffin in seventh on a 250 Bultaco.

Wes Anderson Jr. pushed his SS Hodaka to a convincing first trailbike ahead of Jack Morgan who was also Hodaka mounted.

First place 250 Amateur went to Rob Paxton, #P58, running eleventh over-all on a Yamaha. First 500 Novice honors went to Bernie Coyne, #177, taking thirteenth over-all on his Husky. Wild and woolly Jim Dorman, #102, took First Open Amateur for the second time in two weeks. Don Prosser, #253x, was first 250 Novice on a Husky.

Push, Push

One hundred-fifty-three trail bikes left the line twenty minutes after the big bores, with Jack Morgan, #1, charging to the lead at the smoke bomb. Jim Sumners #578 followed, accompanied by 15-year-old Terry Clark, #395. All were riding Hodakas. Twenty miles out the course went up a big, sandy hill. Morgan had to get off to push and he froze up his engine while grinding up the hill.

Wes Anderson Jr., #4 on a S.S. Hodaka, won the pushing race to the top, followed by the slower, Chippewa Boot-mounted Jack Froelich, #2. By this time, ALL the trail bike riders were pushing their way up the slope. Morgan was able to cool his engine and join the chase again.

Anderson headed everyone into the pits after the first loop, with Terry Clark and Brian Klock, #77, coming in behind him. Morgan, coming back strong, had moved up to fifth.

After a hard second loop, 16-year-old Wes Anderson Jr. took the win, followed closely by Jack Morgan, who really had to charge up from behind. Terry Clark was third, and took First Amateur. Tom Hoyle, #31, was fourth, pursued by Amateurs Jim Sumners, #578 and Brian Klock, #77. Hodaka-mounted Earl West, #351, was first Novice.

(Results on page 16)

HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA

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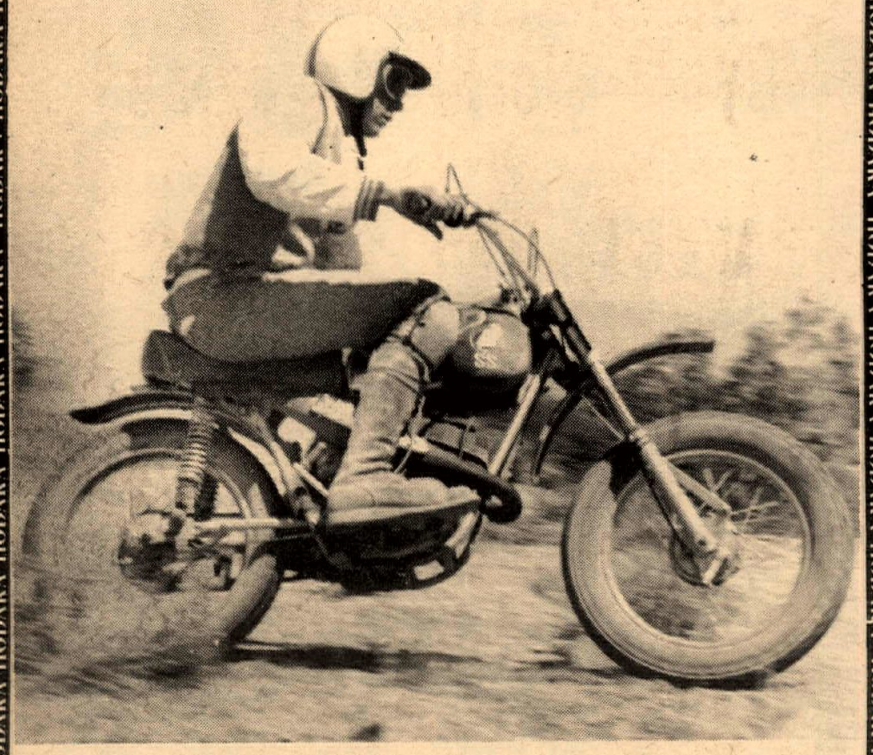

District 37 Championship Hare & Hound
October 20, 1968 – Trailbikes
1st Wes Anderson Jr. – Hodaka
2nd Jack Morgan – Hodaka
3rd Terry Clark – Hodaka
PLUS – 8 of the first 10 were riding Hodaka

SIDEHACK ASSOC. TT SCRAMBLES
October 27, 1968
100 Novice Main
1st Troy McKee – Hodaka
100 Expert Main
1st Gary Scott – Hodaka

TIJUANA SCRAMBLES
October 20, 1968
100 Novice Class
1st Jim McGuire – Hodaka
2nd Jon Grace – Hodaka
3rd Jim Harmon – Hodaka

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Elsinore Night Life

John Rice leads the big bikes.

Story by Bob De Gasser
Photos by Manuel A. Burton

ELSINORE, Cal., Oct. 19 – Another exciting night of T.T. racing as some of the fast boys found their way here again. Among the hotshots were Dave Lenar, John Sprague, David Aldana, J. Keene, Keith Tennis, Dale Hopkins, Troy McKee, V. Hannan and Larry Bachkay.

It's thrilling just to listen to these guys bench race.

Lenar and Aldana both rode BSA Victors but Sprague's Triumph was geared for the Tijuana TT Sunday. He borrowed a Victor, only to have it drop a chain in both of the first two motos.

Ricky Aguirre takes the jump on his Bultaco.

Sprague rode his Bultaco in the Main and the big ones had to keep hustling to stay in front of him.

Little Hotshoes

The 100cc bike riders looked good too. Expert Troy McKee on a reed valve Hodaka battled it out with Dale Hopkins on his Suzuki (a Dale Brown bike). Tallying up the last six months, Troy is fourth and Dale fifth in points.

Aldana rode his Suzuki but was having problems making it run. John Freis, still a Novice, didn't get much in the Main so he had to settle for number two. Freis is also skateboard champ of the world. Watch him! A Novice who is coming up fast.

(Results on page 16)

SHAMROCKS RESCUE LOST RIDER

KERN COUNTY, Cal., Oct. 22 – A boy who had been lying in a desert ravine for two days with a broken leg was rescued by four Shamrock M.C. riders.

For Roger Rowe, 17, the misadventure began Sunday when he took off after the riders in the Southern California Hare & Hound here. He was not an entrant. About 11 a.m. he went off the course in the area of Red Rock Canyon, near the playground. Tumbling into a 30-foot ravine, he broke a leg.

Ron Sloan, president of District 37, put out a chain-telephone emergency call to riders in the area 7:30 p.m. Monday when he found out the boy was missing. Tuesday morning at 6 a.m. about 50 riders showed up for the search.

Rowe was discovered by Tom Center, Ed Mussleman, Andre Pellon and Chuck Hammer, all Shamrocks, at 11 a.m. Tuesday.

Two helicopters were used in the search. One belonged to the District, the other to the Kern County Search and Rescue Team.

Rowe made a make-shift splint out of a stick and his shoelaces. To try to attrack attention he kept his Hodaka 90 in such a position that it would be easiest to catch sight of the silver gas tank.

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A Scary Halloween Story : The Masterpiece

By Stan Scales

It was said by those who had seen the masterpiece that it would never be equalled in this world's life. Its ending still seems a mystery to me as I'm sure it will to you.

On the Isle of Bouldon, off the coast of England, there is a small village by the name of Sware. It is in this village, I am to understand, the origin of the masterpiece is to have occurred. It is said that in the late 1800's an inventor did build a two-wheeled type of machinery resembling very much a bicycle. This odd-appearing vehicle had many unusual characteristics which brought much scorn from the township.

The motorcycle was being developed in this same era and basically this was the intent of our inventor Caus Repent. Had anyone known of the strange happenings that were to be brought about in this undertaking I'm sure an attempt to stop it would have been made. But this was not the case and it is of this machine that I am going to tell you.

The turn of the century brought about an evolution of many changes throughout the world. Our inventor was to be a part of this evolution although his contributing factor was never recognized by a vast majority of the population because of his cruel and abrupt ending. For you see Caus Repent built a machine which brought about his own destruction.

In a father to son tradition Caus had inherited his father's workshop upon his passing in 1874 and in this shop he constructed this two-wheeled steam powered vehicle. People were tiring of the atmosphere that was considered commonplace at this time and many were striking out onto new levels of interest. Inventors were particularly taken with the fields of transportation as many could foresee much wealth to be had if their thoughts proved successful.

In the winter months of 1887 Caus completed his conglomeration of metal parts and had assembled a large group of investors to observe its testing. These men of wealth traveled about speculating on many ideas in many field. They provided backing for those which showed signs of promise. The investors were gathered around the bike as Caus pointed out its many features.

The large steel wheels were stamped with numerals that read one through twelve on the front and one through sixty on the rear. The wheels would, in turn, if the machine were moved twenty feet or more, tell the accurate time of day. There were two pointers attached to the framework which pointed to the numbers and indicated the time readings. Several short runs were made and with each halt of movement the time could indeed be read accurately.

The speculators were impressed with this unique feature for surely there was a demand for a machine that could transport and tell time in the process. This it would seem was a step toward the furtherment of civilization. The investors submitted offers to Caus for his consideration and departed to consider other inventions on the Isle.

With the acceptance of his invention by society Caus was filled with excitement and since it was proper to fill one's body with grog at the receiving of good news he rode his invention to Barnaby's pub in Felton six miles down the Isle. The machine ran perfectly down the twisty trails to Barnaby's and the wheels read five-o-five as he parked his pride in the alley alongside the pub.

To celebrate his fortunate escapade with the investors he did, in high fashion, partake of much grog. Too much grog perhaps. For as the tale was told to me, Caus drank so heavily that Barnaby had to awaken him at midnight to close his pub. Still stunned with the effects of too much grog Caus staggered from the pub to his awaiting machine which was now almost hidden by fog.

The townfolk still awake at this hour gathered to bid him farewell and offer last congratulations on his good fortune. After several unsuccessful attempts the boiler was lighted and Caus, shakily, mounted his fine steed. With a belch of steam and a clatter of metal parts he rode off into the fog towards his shop in Sware six miles to the north.

This was the last ever seen of Caus or the steam cycle for somewhere and somehow on his six-mile journey something strange and unexplainable must have occurred. It is peculiar that this man of such intelligence should vanish in such a way that no evidence was ever found to give reason for his disappearance and no records were ever found concerning his work.

To this day however, there is an unexplainable occurrence at the footbridge near Capp's farm. Every hour on the hour a metallic clatter and a great hiss can be heard arising from the depths of the canyon which the bridge spans. This is strange in itself but the most unusual happens at twelve midnight every Friday, which is the day of Caus Repent's disappearance, when a hollow roll of laughter comes from the canyon and a huge cloud of steam is said to hover above the bridge.

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Around the World -- BY BIKE !

Story and Photo by Bill Harmer

It all started when Bob Evans, fulfilling one of the requirements of Explorer Scouting in Adelaide, Australia had to plan and make a journey. He chose to ride his '55 650 Triumph to the "Out Back," a flat, arid, sparsely settled badlands that covers a great part of the center of the continent.

Bob and two chums set out. One had cycle trouble and had to back home on a truck. The other, on a BSA had about five serious spills, each time dropping the machine on his right leg. He had to lay over at one of the homesteads about 10 days until treatment arrived.

Upon returning safely home, Bob said he wanted to travel to other countries. But his father insisted that he learn a trade. This he did until 23. Then in '64, as a journeyman plumber, Bob packed his bike onto a ship bound for England.

Here his motorcycle exploration really started. After getting a job to support himself, he toured the British Isles. When it came time to relicense his motor he decided to let it go and bought a 250cc Cotton two-stroke. On it he toured northern Europe, riding above the Arctic circle to the most northern point of land in Europe.

Past Arctic Circle

Returning to England, he placed an order for a new R-60 BMW which he picked up in Munich. Then he toured the European countries he'd missed previously.

Last year he came to this continent. As his original plan was to circumnavigate the world, he is heading East from the Mid-East (which he hasn't considered safe until now), and on across Asia into India. From Ceylon he'll sail across the Indian Ocean to Australia.

Bob's BMW has specially-built aluminum paniers for stowing things and a rugged luggage rack. Beside these he has iron pipe racks which extend from the down bars of the frame and back across the cylinders. He uses these for carrying cans of water, etc.

Having traveled as far as he has, Bob has definite ideas about what he needs. He says that he chose BMW because he thought it would be reliable and run on a minimum of maintenance.

In 24,000 miles he changed the spark plugs only once and he changes the oil every 2,000 miles. So far the machine has never failed him. He'd like to have a fairing but hasn't been able to afford one.

WILD, WILD HILL CLIMB

Story and Photos by John Blanton

MINERAL WELLS, Texas, Oct. 20 – The Asphalt Aviators M.C. held its final hill-climb of the season Sunday. Under clear skies two hundred and fifty riders turned out to assault the hill.

Time allowed only one qualifying attempt for each rider so it was do-or-die as each man in order, starting with the smaller machinery, scrambled for the top.

Over 100 attempts failed before Joe Gates on a 250cc Bultaco became the first to sail over the top, 180 feet from the start. From then on, as the bike got bigger, it became more commonplace to make the summit.

Over the top. One of just eight to get that far.

The spectators wish they could help, but it's all over.

Wipe-out. It took over 100 tries before somebody made it.

All told, eight finished the trials successfully, the best time going to Bill Simpson (Husqvarna) at 6.4 seconds.

The top ten from each class went to the final round, with trophies to the best three in each class. The results in the 175cc class are provisional due to a protest in that class.

(Results on page 16)

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DISTRICT 37 CHAMPIONSHIP HARE & HOUND

October 20, 1968

1st OPEN EXPERT
AL BAKER

TRIUMPH

1st OPEN AMATEUR
JIM DORMAN

TRIUMPH

TRIUMPH SWEEPS OPEN CLASSES

SIDEHACKS TT SCRAMBLES - 10/27/68

Open Novice

1st Jim Maupin – Triumph
2nd Fred Gorley – Triumph
3rd D. Fletcher – Triumph
4th R. Revett – Triumph
5th R. Bare – Triumph

OPEN AMATEUR

1st Don Dudek – Triumph
2nd Buddy Carter – Triumph
3rd Tom LaFortune – Triumph
4th Tom Simpson – Triumph

OPEN EXPERT

1st Bob Fakkeldy – Triumph
2nd Terry Dorsch – Triumph
4th Mike Van Acker – Triumph
5th Dick Allen – Triumph
6th Terry Morairty – Triumph

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Here They Come

By John A. Grout
Photo by Dennis Greene

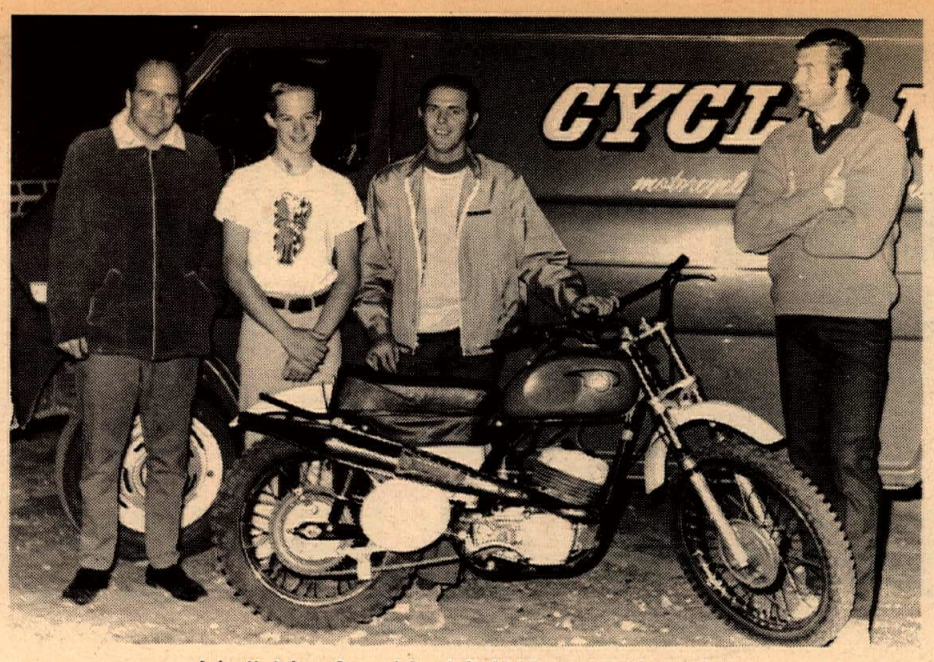
Watch out, Dave Bickers, Joel Robert, Torsten Hallman, Roger DeCoster, Vlastimil Valek, and Co., the American Moto-Cross Team is heading your direction!

Eddie Mulder, "The Steady One," and young John Hateley, "The One Who is Steady," are getting two spanking-new Jawa C-Z's through the courtesy of Joe Kubicek's South Bay Motorcycles, located in Redondo Beach, California; and they will comprise the first really serious effort to field an United States go-for-hell Moto-Cross Bunch!

They'll be seeing their first action at Wichita, Kansas on Nov. 3, against all of you. Their next scheduled round will be at Dallas, Texas on Nov. 10 & 11, you all.

The idea behind this whole situation was, given an equal chance on the same kind of machinery, we had riders right here in the U.S. who would make an excellent show of the scene. This idea, and dream, was one that belonged to Joe Kubicek; and he brought it to a reality.

Other dates on the International Moto-Cross schedule include several out here on the West Coast.



John Hateley, Sr. and Jr., left, Mulder and Kubicek, right.

Anaheim M/C Auction Attracts 400

ANAHEIM, Cal., Oct. 12 – The third motorcycle auction in as many years was held at the Countywide Auction barn, in Anaheim, starting at 1 p.m. Over an hour before the bidding was to begin, many excited prospective buyers were on hand to inspect the merchandise, which turned out to be White motorcycles.

Altogether, 180 machines were sold, most of them being the 125 in three different models. The first lot to be sold bringing $300 each.

Hall's Ranch Hall of Fame

By Dale Ivan
Photo by Don Ivan

MORGAN HILL, Cal., Sept. 24 – Lured by the promise of "big brass" from San Jose's Eastside M.C., an excellent turn-out of Northern California's best hot-shoes congregated at the demanding Hall's Ranch hillside track.

Intermission found the talents of Montesa-mounted Bob Grossi, Vern Tramberg (Honda) and Ray Glausen (Maico) locked in a 3-way tie for top wheelstanding honors. In the run-off with Grossi, Tranberg walked his Honda off the full length of the uphill straight and disappeared into the woods to settle first place disputes.

As usual, the 250 class races provided the day's outstanding show. A twelve-man starting line of the area's best Novices found a combination of eager starters and late-comers producing ten minutes of restarts, fried clutches and loaded-up engines, only to have the event delayed until after the Amateur final. While the Novices cooled off, the Amateur Main Event found Barre Love, taking the early lap lead.

But, from the middle of the pack, Steve Wilson, on his flashy, multi-ported 230 Ossa moved up picking off the leaders and went on to another decisive win.

When finally underway, the Novice final brought yet more chaos. Starting line problems claimed the machines of several favorites, but the checkered flag found PurSang pilot Ron Arello not a bit unnerved as he backed his heat race win with a first place Main Event finish. However, the checker was brought out with two laps remaining when everyone panicked as a rider careened off the downhill section of the track and exited over a rather steep cliff, taking some unfortunate spectators with him.

Apparently the only one who suffered from the mishap was second place finisher, Breen Hofmann. His bid for first place was cut short after moving up from the back, doing a spectacular job of riding the borrowed PurSang of sidelined Amateur Jim Rice.

Ignoring the tire tracks from Allen Kenyon's Bultaco across his mid-section, up-and-coming Expert Dave Bellina recovered well enough from the first turn pile up to grab the lead in the final and pilot his DT1 Yamaha to victory, barely a wheel ahead of Kenyon and Bob Grossi, riding Roger Colthwaite's PurSang.

Black-Flagged

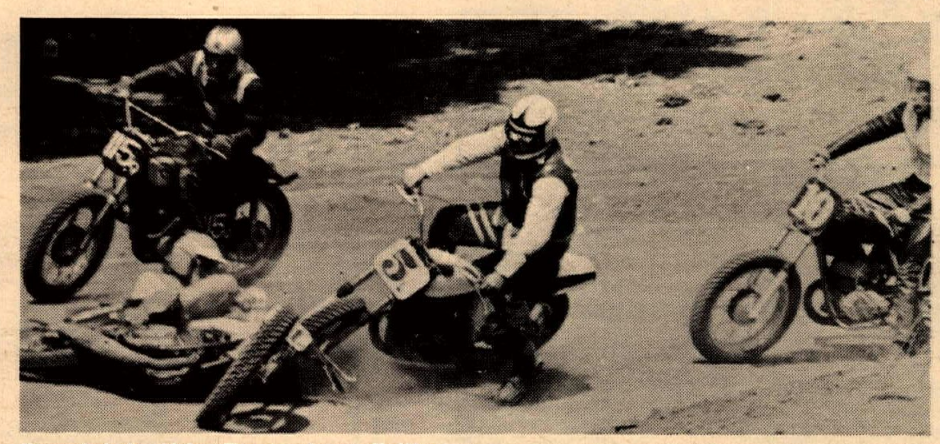
The 500 Novice Main brought more havoc to prolong the day's racing, as AMA and track officials black-flagged 360 Montesa rider Bill Alvein while in first spot halfway through the race. Although Alvein had supposedly passed on the red flag, he dropped back into second spot and was mistakenly black-flagged again by track personnel. Heeding the flag, once off the track, Alvein was greeted by district AMA officials whose only explanation was that it was an honest mistake, sorry.

Fellow competitors may well wonder where a rider's recourse is in such situations. Certainly not in the AMA rulebook.

Riding into Hall's Ranch Hall of fame with an amazing string of victories at this track, Expert Bob Souza won again on his 500 Triumph. But doing an excellent job, taking home his third trophy for the day was Bob Grossi riding his Montesa to a close second, withstanding the crashing tactics of hard-riding Honda ace, Ken Dalla.

The 650 Expert feature event found the grand old man of District 36 Bud Kneass, another of Hall's perpetual winners, again winning from start to finish on his Triumph. Providing the real action was Northern California's Ascot Novice representative, Cycle Hill's colorful, Don Castro, sliding his George E. Hall's Triumph past fellow Experts from a last place start to a third place finish.

(Results on page 16)



Grounded is Main Event winner Bellina. Allen Kenyon (51) avoided hitting him.

San Diego Road Riders Decisive Meet

By Bille K. Sager

SAN DIEGO, Cal., Oct. 7 – The regular monthly meeting of the San Diego County Road Riders Assn. was called to order at 8 p.m. in the conference room of The Silvergate Savings & Loan Bldg. in National City. Representatives of the six clubs were present thus filling the room to near capacity. President Ed Folkes of the Singing Wheels gave a warm welcome to The Poway M.C., who were attending their first meeting as prospective members.

Much discussion centered around the calendar of events for next season. We would like to make up one calendar combining L.A. and S.D. runs, and it seemed to be a general opinion that L.A. would not object, so contact is planned in this respect.

Clubs were reminded of the upcoming annual car show to be held at The Community Concourse on November 15, 16 & 17. All bikes entering, either as a single or with clubs, must be taken in between 8 a.m. and midnight of the 14th. Don't forget to drain those gas tanks unless you have lock caps.

There are only two runs left this season. The Road Cruisers M.C. will have their 6th Annual Poker Run on October 20, with sign-in between 8-10 a.m. at Lemon Grove Honda in Lemon Grove. With such "ducky" luck on their last run in the Lagunas, they really hope for a good turnout so they can present a few extra trophies left over. The last run will be Mary's Men Cattle Call on November 23 & 24.

There have been more trophies given this season than ever before, and they have really been beauties. A personal "thank you" goes out to the Tiki Trophy Shop, whose owner, Mr. Anderson, brought his little van loaded with the paraphernalia of his trade to the area of the field events on our recent association-dealers run, and as the judging for each event was completed, he immediately engraved the winners' names, etc. onto the plates so that by the time it was all over, the trophies were ready for presentation on the spot.

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Nixon's Path to Grand National Champion Crown

Triumph-mounted Gary Nixon in repeating his victory of last season to retain his AMA Grand National Champion status, earned a total of 622 National Championship points over the '68 race season. Starting with the point lead for his win at the Astrodome Short Track National in February. Nixon gave up the point lead to Cal Rayborn after completion of the 200-mile Road Race National (2nd for the season) at Daytona Beach, Florida.

Gary found himself listed in 12th position on the National point tally sheet after the Daytona International Speedway event in March. Seven races later, Nixon won the 10-mile National in Columbus, Ohio to once again regain the point lead on June 30.

Nixon swapped the lead to Rayborn for 2nd place August 25th – regained it the following weekend only to give it up again in September to Fred Nix after a sensational win by Nix at the Oklahoma City 9-mile race.

With only one point-earning event to go on October 12 at Gardena, Cal., Nixon out raced unfavorable odds to capture the 1968 Grand National Champion crown and the number one plate with a 9-point edge over second finishing Fred Nix (H-D).

NIXON'S 1968 NATIONAL CHAMPIONSHIP RACE RESULTS

Indoor Short Track, Houston, Tex.(1st)
200-Mile R.R., Daytona Beach, Fla.(19)
13-Mile (½ mile track), Richmond, Va.(6)
12-Mile (½ mile track), Reading, Pa. (3)
5-Mile (½ mile track), Livonia, Mich.(3)
15-Mile (½ mile track), Louisville, Ky.(7)
100-Mile R.R., Loudon, N.H. (2)
Miniature R.R., Heidelberg, Pa. (2)
10-Mile (½ mile track), Columbus, O. (1)
20-Mile (mile track), Portland, Ore. (4)
30-Lap TT, Castle Rock, Wash. (did not qualify)
50-Lap TT, Gardena, Cal. (7)
10-Mile (mile track), Santa Rosa, Cal. (9)
110-Mile R.R., Indianapolis, Ind. (9)
25-Lap TT, Lincoln, Nebr. (4)
20-Lap TT, Peoria, Ill. (6)
Short Track, Hinsdale, Ill. (6)
15-Mile (mile track), Sedalia, Mo. (16)
14-Mile (½ mile track) San Jose, Cal. (2)
11-Mile (½ mile track), Salinas, Cal. (4)
25-Mile (mile track), Sacramento, Cal. (4)
9-Mile (½ mile track), Oklahoma City, Okla. (7)
8-Mile (½ mile track), Gardena, Cal. (4)

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Wheelie Does it Again
–Down The Length of Baja in a Yamaha-powered Canoe

By Wayne Flemington

Whenever you get a couple of weeks to spare why not putt-putt the 1200 miles from the mouth of the Colorado River to La Paz, Mexico in a canoe powered by a 3-1/2 hp Yamaha outboard? Funsies, eh?

And look, don't worry about how good a swimmer you are. "Wheelie" Wheeler can hardly make the length of his pool but that didn't stop him. Mind you, you'll probably never be more than four miles from shore.

If this all sounds unreal maybe you need to be filled in on some of "Wheelie's" other adventures. He keeps doing things like running down the length of Baja California and back on a Yamaha 80 in 76 hours. Or how about Los Angeles to the equator in Ecuador on a 100cc Moto-Beta, 5000 miles in one week. Or Athena, Oregon to Anchorage, Alaska, 7000 miles, on a Hodaka, in one week, in January, and then back again.

There was a lot to be said about this canoe idea. First, he'd never been in a canoe. Second, it would be dangerously under powered. Third, he couldn't swim worth a damn. And fourth, there'd be no one around for miles. A real natural.

Now "Wheelie," whose other name is Frank, looks as sane as can be. He even has a regular job. He's a firefighter. So we're wondering why he does these strange things.

Well, first of all, whatever time it takes to get to La Paz will be a world's record. Secondly, there's the money. (I knew it. Underneath that cavalier veneer he's the same as all of us.) Wrong, probably. His father is rich.

Getting technical for a moment, the boat was fiberglass, 24'. He and Wixom Bros. built it. With all his gear and the 35 lb. Yamaha outboard, it works out to 250 lb. per hp.

For the record, he left the mouth of the Colorado on September 29 and arrived in La Paz, older but wiser as they say, 13 days, 10 hours, 42 minutes later.

That's about like going from L.A. to Frisco and back again, and then up again.

In his spare moments he scribbled a 41-page diary for his wife. Here is an excerpt from his first night out:

San Felipe, Saturday evening, 7:30: "Moon drops below horizon. I keep wandering around under anchor. Completely dark. Head for shore. Low tide. Am stranded on beach.

"Am completely wet, cold & hungry. Going to have coffee while sitting in boat. Start coffee going and everything fine. Big breaker rocks boat. Stove falls over, spills fuel over bottom of boat. On fire. Flames licking towards 20 gallons of gas in plastic cans. Spare engine in bottom of boat goes up in flames, its gas tank on fire.

"I roll out of boat. The whole sky is lit up from the flames. I take three big leaps and jump into the next breaker to dowse the flames. Am not burned too bad. Boat is afire and everything in it.

"Rush over and throw cold sea water into boat. This helps some but gas floats on water and is spreading. Fire deeper into the hull. Rip off jacket soaked in water and smother flame. What excitement. Licking my wound and waiting for daylight. Is a long night."

Some guys do funny things to prove who they are.

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FALLON HARE SCRAMBLES
Reno, Nev., Sun., Sept. 29, 1968

By R.L. Caudle

100cc NOV.
1. Wayne Williams Hod
2. Elmer Griffin Hod
3. John Schmidt Hod

125cc NOV.
1. Charles Smart Pen
2. Eugene Nunes Pen
3. Darrel Sparks Mai

200cc
1. Michael McGowan Bul
2. Rick Smith Bul

250cc NOV.
1. Gary Laurie Kaw
2. Paul Whitney Bul
3. Rick Nydam Yam
4. Daryl Hall Hus
5. Bill Onga Hus

250 AM./EX.
1. Barclay Trehal Gre
2. John Smith C-Z
3. Robert Young H-D

OPEN NOVICE
1. J.E. Edwards Hus
2. Larry Moore Bul
3. Ben Alley BSA
4. Jack Lee Tri
5. Don Davis Tri

OPEN AM./EX.
1. Glen Clinton Mai
2. Terry Davis Hus
3. Tony Diebold Mai
4. Don Coleman Hus

TIJUANA TT RACES
Tijuana, Mex., Sun., Oct. 20, 1968

By Bill Harmer

100cc NOVICE
1. Doug Maloney Hod
2. Sal Peluso Yam
3. Brad Boyer Hod

100cc EXPERT
1. Jim McGuire Hod
2. Jon Grace Hod
3. Jim Harmon Hod

200cc COMBINED
1. Larry Collie Kaw
2. Jim McGuire Hod
3. Chuck Palmer Kaw

250cc NOVICE
1. Kevin Stafford Yam
2. Gary Gilmore Bul
3. Bill Bartles H-D

250cc EXPERT
1. Roy Spiker Yam
2. Wayne Clarke Kaw
3. John Sprague Bul

COMB. 500cc-OPEN NOV.
1. Larry Collie Kaw
2. Bill Bartles H-D
3. Tim Leque Bul

OPEN EXPERT
1. John Sprague Tri
2. Vic Hannan Kaw
3. Paul Bronson Vel

AFM 1968 MOTO-CROSS POINT STANDINGS

125cc CLASS
1. Gary Bailey 50 Pts.
2. Tim Hart 16
3. Lars Larsson 16
4. Jerry Mathel 12
5. Bob Kulek 8

250cc CLASS
1. Russ Darnell 37
2. Walt Axthelm 19
3. Gary Conrad 17
4. Lars Larsson 14
5. John DeSoto 11

500cc CLASS
1. Lars Larsson 30
2. Gary Bailey 29
3. Ron Nelson 25
4. J.N. Roberts 22
5. Bruce Jackson 7

LIONS DRAG RESULTS
Wilmington, Cal., Sun. 10-20-68

TOP BIKE:
Sonny Raslawski H-D 10.40—140.18
RUNNER UP:
Bob George H-D — —
TOP STREET:
John Willhite H-D 13.44—100.33
TOP MODIFIED:
Hannah Tri 12.19—110.29
TOP GAS:
Jerry Nance Tri 11.62—113.01

STREET
A — John Willhite H-D 13.44—100.33
B — Wetherell BSA 13.90— 89.19
C — Rathman Hon 15.16— 84.16
D — Franklin Hon 15.61— 80.21
E — C. Dinan Yam 18.70— 70.00

MODIFIED
A — Mynatt H-D 12.61—108.01
B — Hannah Tri 12.19—110.29
C — Jim Parks Suz 12.80—101.01
E — B. Janes Suz 12.92—100.27
F — Thurman Kaw 16.96— 74.25

GAS
B — Jerry Nance Tri 11.62—113.01
C — Mike Cash Suz 12.51—107.56
D — Old Man Murphy Kaw 12.77—101.02
F — Zeman-Sommers Suz — —

RESULTS

(Continued From Last Two Issues)

DIST. 37—TRAIL BIKE POINT STANDINGS—AS OF 9/21/68

Curr.Pt. Stand.	Name		Pts.
290.	B. Rothenberger	Nov.	16
291.	R. Waldon	Nov.	15
292.	B. Poster	Nov.	15
293.	R. McLaughlin	Nov.	15
294.	B. Nosbusch	Nov.	15
295.	D. Woods	Nov.	15
296.	M. McCreery	Nov.	15
297.	B. Gallaher	Nov.	14
298.	E. Schlup	Nov.	13
299.	S. Hammer	Nov.	13
300.	S. Armijo	Nov.	13
301.	C. Hull	Nov.	13
302.	T. McKee	Nov.	13
303.	J. Perrin	Nov.	12
304.	J. Ward	Nov.	12
305.	D. Holz	Nov.	12
306.	R. Fuller	Nov.	12
307.	J. Speakman	Nov.	12
308.	T. Stockstill	Nov.	12
309.	C. Truesdell	Nov.	12
310.	J. Pavich	Nov.	12
311.	B. Bernard	Nov.	11
312.	G. Corn	Nov.	11
313.	T. Horton	Nov.	11
314.	B. Parks	Nov.	11
315.	D. Griffith	Nov.	10
316.	T. Burroughs	Nov.	10
317.	L. Noone	Nov.	10
318.	R. Scapa	Nov.	10
319.	G. Jeide	Nov.	10
320.	W. Pattison	Nov.	10
321.	T. Johnson	Nov.	9
322.	F. Kalmick	Nov.	9
323.	J. Motley	Nov.	9
324.	D. Hullett	Nov.	9
325.	J. Jefferies	Nov.	9
326.	T. Peterson	Nov.	8
327.	M. Hood	Nov.	8
328.	T. Gagnon	Nov.	8
329.	W. Dick	Nov.	8
330.	S. Giatz	Nov.	8
331.	W. Lawrie	Nov.	8
332.	J. Crosby	Nov.	8
333.	K. Sullivan	Nov.	8
334.	F. Austin	Nov.	7
335.	P. Klassen	Nov.	7
336.	K. Tennis	Nov.	7
337.	A. Woolam	Nov.	7
338.	G. Ricksecker	Nov.	7
339.	R. Townsend	Nov.	7
340.	D. Boydstun	Nov.	7
341.	L. Barnes	Nov.	6
342.	G. Currier	Nov.	6
343.	C. Ramage	Nov.	6
344.	R. Walter	Nov.	6
345.	B. Cochran	Nov.	6
346.	D. Laydon	Nov.	6
347.	G. Bird	Nov.	6
348.	D. Dauer	Nov.	5
349.	S. Dick	Nov.	5
350.	P. Garrigue	Nov.	5
351.	K. Newton	Nov.	5
352.	G. Schmid	Nov.	5
353.	R. Webb	Nov.	5
354.	K. Remsen	Nov.	5
355.	D. Catlett	Nov.	5
356.	T. Nichols	Nov.	4
357.	R. Artz	Nov.	4
358.	J. Pomo	Nov.	4
359.	J. Bryce	Nov.	4
360.	J. Bonczek	Nov.	4
361.	H. VanDusen	Nov.	4
362.	R. Brooks	Nov.	4
363.	R. Gammon	Nov.	4
364.	W. Thompson	Nov.	3
365.	J. DeBlois	Nov.	3
366.	G. Rendich	Nov.	3
367.	S. Barnard	Nov.	3
368.	R. Foglia	Nov.	3
369.	S. Price	Nov.	3
370.	D. Blain	Nov.	2
371.	S. Pekley	Nov.	2
372.	J. Mead	Nov.	2
373.	K. Lund	Nov.	2
374.	A. Feather	Nov.	2
375.	D. Feehrer	Nov.	1
376.	John Hurley	Nov.	1
377.	D. Redmayne	Nov.	1
378.	D. Cordell	Nov.	1
379.	B. Peterson	Nov.	1
380.	K. Warner	Nov.	1
381.	D. Kelsey	Nov.	1
382.	R. Williams	Nov.	1
383.	P. Hensley	Nov.	1
384.	B. Rendich	Nov.	1
385.	R. Glenn	Nov.	1

LIGHTWEIGHT DESERT POINT STANDINGS (Through Oct. 1, 1968)

1.	Ex.	Larry Bergquist	2160
2.	Ex.	Gary Cole	1305
3.	Ex.	Dan Kline	1127
4.	Ex.	Glen Thomas	1125
5.	Ex.	George Zuber	1107
6.	Ex.	Bob Rodine	965
7.	Ex.	Tom Muto	935
8.	Am.	Harold King	935
9.	Ex.	Bill Ydiando	897
10.	Ex.	Dennis Torgerson	841
11.	Ex.	Garry Schuelke	836
12.	Am.	Terry Trachy	791
13.	Ex.	Dave Miller	789
14.	Am.	Bruce Dunford	780
15.	Ex.	Phil Bowers	765
16.	Ex.	Gary Conrad	745
17.	Ex.	Bob Kulek	695
18.	Ex.	Gary Griffin	685
19.	Ex.	Carroll Ditson	682
20.	Ex.	Ron Bishop	660
21.	Am.	Bill Walters	625
22.	Ex.	Mike McCoy	607
23.	Am.	Tom Poteet	605
24.	Ex.	Bill Harry	560
25.	Am.	Jerry Dobson	539
26.	Am.	Art Heinrich	526
27.	Ex.	Dick Camp	519
28.	Ex.	George Green	516
29.	Ex.	Stanley Phillips	515
30.	Am.	Jim Coming	500
31.	Ex.	Robert Weatherwax	489
32.	Am.	Pat McGuire	480
33.	Am.	Cal Sukut	468
34.	Am.	Bob Jones	456
35.	Am.	Don McNamee	452
36.	Ex.	Russ Darnell	445
37.	Am.	Nick Marcinkovich	444
38.	Ex.	Gary DeWitt	440
39.	Am.	Gary Gibson	423
40.	Ex.	Mike Patrick	415
41.	Ex.	Gary Preston	410
42.	Am.	Gary Westergaard	397
43.	Am.	Dave Lopera	384
44.	Ex.	Bill Friant	380
45.	Am.	Charles Hermansen	375
46.	Am.	Marvin Darrah	372
47.	Am.	Richard Breker	369
48.	Am.	Ray Alexander	363
49.	Ex.	Noel Cobbs	353
50.	Am.	Mickey Freeny	350
51.	Ex.	George Walker	345
52.	Am.	Warren Goff	342
53.	Am.	W.L. Turner	338
54.	Nov.	Robert Francis	329
55.	Am.	Earl Penny	307
56.	Am.	Stan Staats	302
57.	Am.	Larry Pfutzenreuter	301
58.	Ex.	Jim Camaret	290
59.	Nov.	Thomas Smith	285
60.	Ex.	Bill Messer	285
61.	Ex.	Bill Bogner	280
62.	Ex.	Tom Ruddy	280
63.	Ex.	Peter Slavik	277
64.	Am.	Darryl Ellis	277
65.	Am.	Joe Kulek	276
66.	Am.	Kenneth Jenner	276
67.	Ex.	Charlie Hockie	271
68.	Ex.	Larry Haley	265
69.	Am.	Mike Hinshaw	258
70.	Am.	Gary Gerlich	255
71.	Am.	Frank Cochrane	255
72.	Am.	Al Hillan	253
73.	Nov.	Fred Soteros	251
74.	Am.	Jerry Wagner	243
75.	Nov.	Carl Marshall	240
76.	Am.	Chuck Curnutt	239
77.	Am.	George Etheridge	235
78.	Am.	Norman McDonald	235
79.	Ex.	Steve Camp	233
80.	Am.	James Fishback	230
81.	Ex.	Jimmy Thomas	221
82.	Nov.	Jim Carr	210
83.	Am.	Ted Peterson	198
84.	Am.	Wes McAllister	197
85.	Nov.	Robert Duncan	196
86.	Am.	Ross Termin	195
87.	Nov.	Fred Priebe	193
88.	Am.	Dave Fletcher	191
89.	Am.	Ronald Hall	190
90.	Ex.	Don Houser	186
91.	Ex.	Dave Lewis	185
92.	Nov.	Bill Staats, Jr.	185
93.	Am.	Allen Welcome	183
94.	Nov.	Robert Maley	180
95.	Nov.	Ken Meter	180
96.	Nov.	Harold Hallgath	174
97.	Am.	Dick Fichtner	171
98.	Ex.	Lynn Fortner	165
99.	Ex.	Bill Hair	165
100.	Am.	Russ Woodworth	165

"Then he said he'd like to hang his crash helmet next to mine!"

DIST. 37 DESERT HEAVYWEIGHT POINT STANDINGS (Up to Oct. 12)

1.	Mike Patrick	1710 Pt	Ex
2.	Steve Kirk	1361	Ex
3.	Steve Staats	1205	Ex
4.	Jack Byers	1121	Ex
5.	Bill Hutton	1105	Ex
6.	Doyle Fields	1100	Ex
7.	Ron Fry	1026	Ex
8.	Al Baker	980	Ex
9.	Dave Brewer	961	Ex
10.	Paul Greenwood	960	Am
11.	Lynn Fortner	930	Ex
12.	J.N. Roberts	865	Ex
13.	Tim Smith	825	Ex
14.	James Martino	795	Ex
15.	Harold Mortensen	750	Ex
16.	Jerry Perkins	706	Ex
17.	Steve Holladay	681	Am
18.	Bruce Lewellyn	678	Ex
19.	Jeff Foster	576	Ex
20.	Doc Bryce	565	Ex
21.	Gary Preston	550	Ex
22.	Bud Hedrick	543	Am
23.	Don Bohannan	500	Ex
24.	Howard Wilson	481	Am
25.	Scott LaPraik	481	Am
26.	Bill Bogner	470	Ex
27.	Wayne Peterson	456	Am
28.	Bob Arrison	455	Ex
29.	Ron Sloan	454	Ex
30.	Spence Windbiel	450	Ex
31.	John Gaetz	431	Ex
32.	Alan Gibbs	430	Am
33.	Ray Yinger	425	Am
34.	Steve Hurd	415	Ex
35.	Barry Hirst	415	Ex
36.	Tom Maxwell	414	Ex
37.	Bill Hammer	405	Ex
38.	Richard Hall	395	Am
39.	Bob Ewing	386	Ex
40.	Ed Farrell	382	Ex
41.	Gene Smith	370	Ex
42.	Jim Merriken	341	Am
43.	Mike Burke	337	Ex
44.	Warren Seigfred	337	Ex
45.	Dennis Rempel	332	Am
46.	Roger Sides	326	Am
47.	Jack Lund	318	Am
48.	Richard O'Neal	311	Am
49.	Al House	310	Am
50.	Sam Burg	305	Am
51.	Doug Douglas	305	Am
52.	Orie Cole	300	Am
53.	Howard Utsey	300	Am
54.	Jon Thomas	295	Am
55.	Dick Gilman	289	Ex
56.	Dusty Coppage	275	Ex
57.	Hal Needham	275	Am
58.	Lon Peterson	274	Ex
59.	Bob Stewart	266	Am
60.	Carter Robins	265	Am
61.	Jim Beres	265	Am
62.	Butch Broman	256	Nov
63.	Ken Knudsen	252	Ex
64.	Dave Baker	251	Am
65.	Tom Martin	251	Am
66.	Robert Dailey	250	Am
67.	Richard Hughes	246	Nov
68.	Nick Gula	245	Nov
69.	John Lloyd	245	Am
70.	Al Rogers	245	Ex
71.	Tom Simpson	244	Am
72.	Jack Ross	241	Ex
73.	Bill Johnson	230	Am
74.	Bob Campbell	230	Am
75.	Jack LaPraik	217	Ex
76.	Len Miller	213	Am
77.	Gary McLarty	211	Nov
78.	Tom Zarp	209	Nov
79.	Dale Eckhardt	208	Nov
80.	Dick Dean	205	Ex
81.	Gene Dempsey	205	Ex
82.	Sam Dempsey	205	Ex
83.	Carl Spahr	205	Nov
84.	John Maroney	200	Nov
85.	Tom Brooks	200	Nov
86.	Chuck Nelson	197	Am
87.	Ronald Wilson	196	Am
88.	Neil Holt	195	Am
89.	John Coots	188	Ex
90.	Robert Moll	186	Nov
91.	Jesse Goldberg	185	Am
92.	Ed Musselman	180	Am
93.	Richard Mulliner	179	Am
94.	Larry Burns	179	Nov
95.	Dave Lewis	176	Ex
96.	Glenn Peterson	175	Am
97.	Eddie Walker	174	Am
98.	Duffy Hambleton	172	Nov
99.	Jimmy Bruns	172	Nov
100.	Ken Knowles	171	Am
101.	Chuck Williford	171	Nov
102.	Wes McAllister	170	Am
103.	John Dorius	170	Nov
104.	Joseph Litchfield	170	Nov
105.	Fred Reva	165	Ex
106.	Don Ogilvie	159	Ex
107.	Ted Brich	158	Nov
108.	Al Nunnally	155	Nov
109.	Wally Dempsey	155	Nov
110.	Clinard Swawford	150	Ex
111.	Buddy Ferro	150	Nov
112.	Dick Camp	147	Ex
113.	Lloyd Lingelbach	147	Ex
114.	John Larson	145	Am
115.	Randy Burak	145	Nov
116.	Wally Casperson	141	Am
117.	James Camaret	140	Ex
118.	David Hernandez Jr	139	Am
119.	Bill Bradshaw	137	Am
120.	Lanny Lehigh	137	Nov
121.	Bob King	136	Ex
122.	Dean Crawford	135	Am
123.	Bruce Iverson	125	Nov
124.	Lloyd Cox	125	Nov
125.	Richard Braden	124	Ex
126.	Joe Yrigoyen	121	Nov
127.	Gary Conrad	120	Ex
128.	Douglas Loftin	120	Am
129.	Mase Ryon	115	Ex
130.	Tom Scales	115	Nov

ELSINORE SCRAMBLES
Elsinore, Cal., Sat., Oct. 19, 1968

By Bob De Gasser

200cc NOVICE
1. C. Yokum Kaw
2. P. Guthrel Bul
3. B. Hisey Bul

350cc NOVICE
1. L. Bochkay Hon
2. B. Mayer Hon

500cc NOVICE
1. G. Nord BSA
2. N. Clark BSA
3. D. Cline BSA

OPEN NOVICE
1. E. Ekdall Tri
2. B. Merrifield Tri
3. D. Cline BSA

100 EXPERT
1. T. McKee Hod
2. G. Kikendall Suz
3. D. Aldana Suz

250 NOVICE
1. V. Hannan Kaw
2. R. Bourbannen Kaw
3. L. Bachkay Yam

100cc NOV. (MAIN #1)
1. T. McKee Hod
2. G. Kikendall Suz
3. L. Shaw Hod
4. L. Gino M-B

350/500/OPEN EXP.
1. D. Lenar BSA
2. J. Keene Hon
3. D. Aldana BSA

250 EXPERT
1. R. Bourbenan Kaw
2. J. Sprague Bul
3. T. Longwith Oss

100 NOV. (2 MAIN)
1. B. Hardin Suz
2. J. Freis Bri
3. S. Savage Bul
4. R. Wagniere Bul

SWEEP
Dave Lenar BSA

TROJAN RACEWAY TT
South Gate, Cal. Thursday, Oct. 17, 1968

By Mike Capalite

100cc TT TROPHY DASH
1. Bryan Spinks Yam

100cc JUNIOR TT
1. Chris Smith Kaw
2. Mike Land Hon
3. John Freis Hod
4. Les Briley Hod

100cc SENIOR TT
1. Bryan Spinks Yam
2. Paul Wilde Yam
3. Jack Morgan Hod

250cc TT TROPHY DASH
1. Bryan Spinks Yam

250cc JUNIOR TT
1. Bryan Spinks Yam
2. Robert Milner Bul
3. Bob Hill Yam
4. Al Savage Bul

250cc SENIOR TT
1. Jerry Formby Yam

HUNGRY HOLLOW SCRAMBLES
Lincoln, Cal., Sun., Oct. 13, 1968

By Dale McKinnon

WOMEN
1. Debbie Jackline
2. Sue Childress

100cc
1. John Hargis
2. Jerry Lee Willis

200cc
1. John Green
2. Tom Legg

200cc AM./EX.
1. Jerry Tyler
2. Carl Yerby

250cc
1. L. Jerry Langseth
2. Richard Jones

250cc AM.
1. Derek Olsen
2. Tom Booth
3. Karl Triest

250cc EXPERT
1. Terry Sage
2. Jim Foley
3. Ray Huff

350-500cc
1. Mike Woefkamp
2. Phil Turner
3. Dennis Thompson

500 AMATEUR
1. Steve Young
2. Jerry Bowers
3. Bob Hoffman

500 EXPERT
1. Cliff Aksland
2. Paul Johnson
3. Keith Carlson
4. Glen Clinton

OPEN CLASS
1. Ray Huff
2. Bill Burke
3. Dave Kose
4. Bob Robertson

SIDEHACK ASSOCIATION TT SCRAMBLES
Huntington Beach, Cal., Sun., Oct. 27, 1968

By Maureen Lee

50cc COMBINED MAIN
1. Steve Nichols Yam
2. Dick Carver Yam
3. Bob Fravenberger Suz
4. Rick Parker Hon
5. Jay Lewis Yam

100cc NOVICE MAIN
1. Troy McKee Hod
2. Burt Severy Bri
3. Kirk Redding Bri
4. John Freis Bri
5. Mike Rendich Bul

100cc AMATEUR MAIN
1. Linus Beall Bri
2. Danny Hockie Hod
3. Bob Frauenberger Suz
4. Andy Skeel Hon
5. Barry Sulkin Hon

100cc EXPERT MAIN
1. Gary Scott Hod
2. David Aldana Suz
3. Steve Nichols Yam
4. Fred Edwards Yam
5. Kirk McDowell Bul

POWDER PUFF MAIN
1. Kay Wright Suz
2. Sheila Talbot Hon
3. Diane Connolly Hod
4. Sharon Herwick Hon
5. Mary Harnisch Hod

125/200 AM. MAIN
1. Buddy Carter Bul
2. Linus Beall Bri
3. Mike Rendich Bul
4. Willie Carter —
5. Mark Cook Bul

125/200 EX. MAIN
1. Steve Bast Bul
2. Mike Bast Bul
3. Doug Yerkes Bul
4. Wade Zimmerman Bul
5. Don Alfred Hon

250cc NOV. MAIN
1. Charles Gann Bul
2. Rick Talbot H-D
3. Walt Bird Yam
4. Richard Gann Bul
5. Chet Burt Bul

250cc AM. MAIN
1. Dan Carlton Oss
2. Danny Hockie Oss
3. Tom Clark Bul
4. Willie Hockie Oss
5. Dennis Kanegai Yam

250cc EX. MAIN
1. Steve Scott Bul
2. Jim Connolly Oss
3. Larry Taylor Bul
4. Fred Edwards Yam
5. R.L. Park Bul

350cc NOV. MAIN
1. Art Swortfiguer Hon
2. Johnny Wettgen Hon
3. J.L. Johnnie Hon
4. Gary Herwick Bul
5. Dennis Krueger Hon

350/500 AM. MAIN
1. Ron Knowles BSA
2. Bob Ward BSA
3. Rick Marquis Hon
4. Ed Carpenter BSA
5. Bill Larson BSA

350/500 EX. MAIN
1. Steve Scott Bul
2. Dave Lenar BSA
3. Tony Denius H-D
4. Jerry Mathews Bul
5. John Rice Hon

500cc NOV. MAIN
1. Mike Patterson BSA
2. Clarence Leslie Bul
3. Richard Watts Mat
4. Bob Baker BSA
5. Ernest Carter BSA

OPEN NOV. MAIN
1. Jim Maupin Tri
2. Fred Gorley Tri
3. D. Fletcher Tri
4. R. Revett Tri
5. R.G. Bare Tri

OPEN AM. MAIN
1. Don Dudek Tri
2. Buddy Carter Tri
3. Tom LaFortune Tri
4. Tom Simpson Tri
5. R. Carpenter BSA

OPEN EX. MOTO
1. Ben Fakkeldy Tri
2. Terry Dorsch (Dis) Tri
3. Mike Posey BSA
4. Mike Van Acker Tri
5. Dick Allen Tri

ASCOT AMA SHORT TRACK

10 LAP FINAL:
1. Keith Mashburn** Yam
2. Dave Aldana** Suz

** Denotes Novice rider

3-LAP DASH:
1. Don Castro Suz
2. Mark Brelsford H-D

5-LAP HEAT RACE WINNERS:
Keith Mashburn Yam
Don Castro Suz
Mark Brelsford H-D
Dave Aldana Suz
Steve Scott Bul

ORANGE COUNTY SHORT TRACK
Wed., Oct. 23, 1968

100cc TROPHY DASH
Carl Byers Hod

100cc MAIN
1. Ron Taylor Yam
2. Carl Byers Hod
3. Chris Smith Kaw
4. Ray Vanderpool Yam
5. Chuck Saxton Hon

250cc TROPHY DASH
Mark Kruse Duc

250cc MAIN
1. Mark Kruse Duc
2. Dave Lenar BSA
3. Bill Cain H-D
4. Rick Talbot H-D
5. Kevin Stafford Yam
6. Bill Bartels H-D
7. Ron Cardiel Kaw
8. Chuck Saxton Hon
9. Bill Wheeler Bul

ORANGE COUNTY TT
Wed., Oct. 23, 1968

100cc TROPHY DASH
Mike Payse Bul

100cc MAIN
1. Mike Payse Bul
2. Ray Vanderpool Yam
3. Chris Smith Kaw
4. Rick Isbell Yam
5. Jim Poe Suz

250cc TROPHY DASH
Ray Vanderpool Yam

250cc MAIN
1. Ray Vanderpool Yam
2. Rick Talbot H-D
3. Bill Bartels H-D
4. Ron Cardiel Kaw
5. Tom Grant Hus

OPEN TROPHY DASH
Perry Armstrong Tri

OPEN MAIN
1. Dave Lenar BSA
2. Perry Armstrong Tri
3. Dick Stephans Bul
4. Dick Wallace BSA
5. Nat Clark BSA
6. Don Hanna Hon

WHITEMAN CLASS A SPEEDWAY
Sat., Oct. 26, 1968

By John Grout

SPECIAL MATCH RACE:
Ivan Mauger JAP
Rick Woods Eso

SCRATCH POINT RACES:
Ivan Mauger 12
John Hateley 8
Steve Scott 6
Jack O'Brien 5
Paul Conserriere 4

MAIN EVENTS (2)
Eddie Mulder Jaw
DeWayne Keeter JAP
Sonny Nutter JAP
Ron Miller JAP
Rick Woods Eso
Larry Heinselman JAP

MAIN EVENT
John Hateley JAP
Jack O'Brien Eso
Paul Conserriere Eso
Mark Brelsford JAP
Joe Chanky Jaw
DeWayne Jones JAP

NEW TRACK RECORDS:
Ivan Mauger 1 lap 13:37
Ivan Mauger 2 lap 28:54
Ivan Mauger 4 lap 57:61

ASPHALT AVIATORS M.C. HILLCLIMB
Mineral Wells, Tex. Sun., Oct. 20, 1968

By John Blanton

100cc CLASS
1. Henry Polly Hod
2. Harold Kelly Sac
3. Mike Johnson Zun

175cc CLASS
1. Rodger Thate Oss
2. Larry Dark Hon
3. Charles Smith Hon

200cc CLASS
1. John Alford Bul
2. Ron McKinzie Bul
3. David Hickman Bul

250cc CLASS
1. Joe Gates Bul*
2. Candido Rodriques Mon
3. Robert Greenfield Kaw

350cc CLASS
1. Gary Long Hon*
2. Randy Marx Hon*
3. Henry Balley Hon
4. Philip Jury Hon

500cc CLASS
1. Bill Simpson Hus*
2. Johnny Jinks Bul*
3. Bobby Herrell Ind*

OPEN CLASS
1. John Alford Tri*
2. Frank Johnson Tri*
3. John Densmore Tri*

*Denotes finisher

SADDLEBACK PARK MINI-BIKE EVENTS
Irvine, Cal., Sun., Oct. 13, 1968

CLASSES
AGES: 6-8; 9-11; 12-14; 14 & Over
ENGINE SIZES: 1-3 hp; 4-6 hp. 7 hp & Over

SCRAMBLES
6-8 years
1-3 hp: 1. Billy Keefe
2. Roland Pinnell (tie)
4-6 hp: 2. Clay White (tie)
4-6 hp: 1. Tom McGeachin

9-11 years
1-3 hp: 1. Greg Lersch
2. Mike Seliger
4-6 hp: 1. Danny LaPorte
7 hp & Over: 1. Bobby Payne

12-14 years
1-3 hp: 1. Bobby Briggs
2. Marc Kaplan
4-6 hp: 1. Steve Wall
2. Mike Priest
7 hp & Over: 1. Joe Rousek

14 & Over
4-6 hp: 1. Peter Haas
2. Peter Leinou
7 hp & Over: 1. Alan Schoenberger

HILLCLIMB
6-8 years
1-3 hp: 1. Clay White
2. Roland Pinnell
4-6 hp: 1. Wayne Liberator
2. Tom McGeachin

9-11 years
1-3 hp: 1. Greg Lersch
2. Mike Seliger
4-6 hp: Danny LaPorte

12-14 years
1-3 hp: 1. Derrich Underwood
2. Eddie Bowell
4-6 hp: 1. Steve Wall

14 & Over
4-6 hp: 1. David Dye
2. Peter Leinou

7 hp & Over: 1. Jerry Young

SAN BERNARDINO VALLEY M.C. MOTO-CROSS
Saddleback Park, Sun., Oct. 27, 1968

By John Shedd

125 JUNIOR
1. Bruce Baron Pen
2. Steve Goldberg Hod
3. Frank Rowe Hod
4. Greg Wickam Suz
5. Mickey Burton Pen

125 SENIOR
1. Claes Nilson Pen
2. Bob Maynard Pen
3. Alan Gibbs Mai
4. Bill Gomen Hod
5. Ken Parrott Yam

250 JUNIOR
1. Chris Hollenbeck Bul
2. Steve Schneider Bul
3. Mike Pera C-Z
4. Tom Rapp Hus
5. Lewis Wolf Yam

250 SENIOR
1. Russ Darnell Hus
2. Greg Smith Mai
3. Orwin Cox Yam
4. Jim Bentley Hus
5. Lars Larsson Hus

500 JUNIOR
1. Gary McLarty Hus
2. Dug Teeter Hus
3. Hal Needham Hus
4. Gary Wickam Bul
5. Charles Curnutt Hus

500 SENIOR
1. Chuck Minert BSA
2. Lars Larsson Hus
3. Bob Maynard Mai
4. Tim Hart C-Z
5. George Etheridge Mon

PANORAMA HEIGHTS TOUR
Panorama Heights, Cal., Oct. 19 & 20, 1968

By Rob Robbins

SWEEPSTAKES CLUB:
Bakersfield Road Runners
BEST DRESSED CLUB:
Gypsy Wheels
LARGEST CLUB:
Bakers field Road Runners
POKER HANDS:
Male, 1. Emie Cordez
2. Lucky Lyles
Pass. 1. Linda Barbour
2. Donna Deeds
Oldest Entry: Hettie Mitchell
Youngest Entry: Mark Ford
Hard Luck: Martin Nelson
GAMES:
Boot Race: Lee & Bill Schwartz
Sack Race: 1. Roxanne Higuera, Del Dutcher
2. Linda & Phil Rutherford
Balloon Race: Don Duty
Cracker Eating: Sally Garcia
Bubble Blowing: Cheryl Ford
DRAWINGS:
Cully Ford, Ernie Allen, Ronnie Green, Jerry Griggs, Phil Rutherford, Wanda Keeth, Don Duty.

SACRAMENTO NATIONAL RACEWAY
¼ Mile Flat Track Sat., Oct. 19, 1968

By Stephen Rooney, Jr.

100cc NOVICE
Gary Lozano Suz
Ron Blackman Hod
Mike Rooney Bri

100cc AM./EXP.
Ken Roberts Suz
John Grant M-B
Alex Jorgenson Kaw

200cc NOVICE
Bill Strange Bul
John Green Kaw
John Fite Bul

200 AMATEUR
Milan Vickers Kaw
Jerry Tyler Bul
Don Simmons Bul

250cc NOVICE
1. Mike Whiteside Bul
2. Cal Simpson Jr. Bul
3. Don Simpson Bul

250 AMATEUR
Dick Lewis Suz
Pat Rooney Yam
Tom Booth Bul

250cc EXPERT
Joe Henry Duc
George Carter Yam
Phil Hinkle Suz

POWDER PUFF
Debbie Jackline Kaw
Sue Childress Bri
Ginger Burrola Bri

DIST. 37 CHAMPIONSHIP HARE & HOUND
Mojave, Cal., Sun. 10-20-68

By Dick Wright

1. Phil Bowers	250 Ex	Yam
2. Al Baker	Op Ex	Tri
3. Howard Utsey	500 Am	C-Z
4. Charlie Hockie	250 Ex	Bul
5. Tom Maxwell	Op Ex	Nor
6. Gary Cole	250 Ex	Hus
7. Gary Griffin	250 Ex	Bul
8. James Martino	500 Ex	Hus
9. George Walker	500 Ex	Hus
10. Steve Halladay	500 Am	Hus
11. Rob Paxton	250 Am	Yam
12. Jack Byers	Op Ex	Met
13. Bernie Coyne	500 Nov	Hus
14. Bruce Lewellyn	500 Ex	Hus
15. Dennis Forgerson	250 Ex	Hus
16. Ron Fry	500 Ex	Hus
17. Bill Hatton	Op Ex	Tri
18. Jim Dorman	Op Am	Tri
19. Dusty Coppage	Op Ex	Tri
20. Roger Sides	Op Am	Tri
21. Al House	Op Am	Tri
22. Gene Dempsey	Op Ex	Tri
23. Bruce Dunford	250 Am	Hus
24. Tom Ruddy	250 Ex	Kaw
25. Jim Corning	250 Am	Hus
26. Don Prosser	250 Nov	Hus
27. Jerry Ratliff	Op Nov	Tri

TRAIL BIKES

1. Wes Anderson Jr.	Ex	Hod
2. Jack Morgan	Ex	Hod
3. Terry Clark	Am	Hod
4. Tom Hoyle	Ex	Hod
5. Jim Sumners	Am	Hod
6. Brian Klock	Am	Hod
7. Carl Steven	Ex	Sac
8. Jack Froelich	Ex	Bul
9. Eddie Crowell	Ex	Hod
10. Ian Drake	Am	Hod

TROJAN RACEWAY TT
Thurs., Oct. 24, 1968

By Mike Capalite

100cc TT TROPHY DASH
Gary Bailey Hod

100cc JUNIOR TT MAIN
1. Lloyd Quintard Kaw
2. Steve Italiano Yam
3. Robert Parr Hod
4. Dan Kelley Hon
5. Fred Kalmick Hod
6. Les Briley Hod

250cc TT TROPHY DASH
1. Gary Bailey Gre

250cc JUNIOR TT MAIN
1. Glen Bolenbaugh Yam
2. Dennis Ralph Bul
3. Robert Milner Bul
4. Ken Barnes Bul

250cc SENIOR TT MAIN
1. Gary Bailey Gre
2. Irwin Moon Bul
3. Jerry Formby Yam

100cc JR. SHORT TRACK MAIN
1. Lloyd Quintard Yam
2. Robert Parr Hod
3. Gary Anderson Bul
4. Richard Ferrick Hod

100cc SR. SHORT TRACK MAIN
1. Paul Wilde Yam

250cc JR. SHORT TRACK MAIN
1. Irwin Moon Bul
2. Jerry Formby Yam
3. Robert Milner Bul
4. Glen Bolenbaugh Yam

250cc SR. SHORT TRACK MAIN
1. Gary Bailey Gre

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LIONS DRAG STRIP
Sun., Oct. 27, 1968

By Dan Zeman

TOP BIKE:		
Jeff Gough	10.43—144.46	Tri
RUNNER UP:		
Ken Kotalac	10.80—136.00	Vin
TOP STREET:		
Wetherell	13.29— 98.79	BSA
TOP MODIFIED:		
Hannah	12.12—110.29	Tri
TOP GAS:		
Jerry Nance	11.67—114.50	Tri
STREET:		
AA — LaRue	16.18— 81.30	H-D
A — W. Hodges	13.61— 95.84	H-D
B — Wetherell	13.29— 98.79	BSA
D — Coleman	14.47— 89.91	Bri
E — G. Anchondo	14.11— 93.09	Suz
F — R.W. Young	24.40— 59.13	Bri
MODIFIED:		
A — Al Sherwin	12.30—107.01	H-D
B — Hannah	12.12—110.29	Tri
D — Bussard	15.34— 89.00	Bri
E — C. Cash	12.69— 99.79	Suz
F — Thurman	16.67— 74.44	Kaw
GAS:		
A — Troy Peques	11.80—112.00	H-D
B — Jerry Nance	11.67—114.50	Tri
D — J. Bartlett	12.91—101.01	Yam
E — M. Velasco	13.44— 96.15	Bri
F — Zeman & Spivack	16.29— 76.01	Suz
SIDE HACK		
Neubrand	17.07— 76.79	BMW

IRWINDALE DRAG RESULTS
Irwindale, Cal., Sat. 10-19-68

By Dan Zeman

TOP BIKE:		
Leo Payne	H-D	9.90—151.00
RUNNER UP:		
Sonny Raslawski	H-D	10.35—137.00

RESULTS

MESA M.C. SOUTHBAY TT SCRAMBLES
San Diego, Cal., Sun., Oct. 27, 1968

By Bill Harmer

POWDER PUFF
1. Carol Chiara Hod
2. Shirlee Newsom Suz
3. Susan Faucher Hod

100cc NOVICE MAIN
1. Doug Maloney Hod
2. Brad Boyar Hod
3. Kevin Stafford Yam

100cc EXPERTS
1. Jim McGuire Hod
2. Carl Byers Hod
3. Mickey Chiara Hod

200cc COMBINED
1. Larry Collie Kaw
2. Neal Hereth Hon
3. Richard Hosaka Kaw

250cc NOVICE
1. Wayne Clarke Kaw
2. Three way tie:
Neil Pound Hus
Kevin Stafford Yam
Randy Cushman Bul

OPEN NOVICE
1. Rich Ribley Nor
2. Tim Leque Bul
3. Don Emde BSA

OPEN EXPERT
1. R.W. Ring Tri
2. Al Finan Tri
3. Wayne Hosaka BSA

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Black Marks Green Streak

By Byron Black, Jr.
Photo by John Endy, Jr.

A pleasant Saturday afternoon in autumn: what better way to enjoy myself than to be introduced to Saddleback Park and Kawasaki's newest Mountain Lion by AMA National winner Walt Fulton III as my guide and guru?

The mechanism I had chosen was the "Green Streak," the latest version of Kawasaki's popular 250cc moto-cross single. It just arrived from Japan, and I've got the first one in private hands (cackle). I like it. As a matter of fact, we're engaged to be married on the 20th of next month, so beserk am I about it.

After getting a passel of complaints, mostly minor, about their old F21M scrambler, Kawasaki went back to the drawing boards and tried to improve the machine for the American rider and for American riding. The machine's more of a flat-out banzai "desert road race" scrambler than a European-type upsy-downsy moto-cross machine. It has two horsepower more than before, and a peak power range of 500-1000 rpm higher than the previous model.

Meat In The Midrange

It is also supposed to have more meat in the midrange, and this torque increase comes about with an improved exhaust system. The compression has been raised from 6.7 to 7.5, and behind a larger, freer-breathing side cover there nestles a 28mm carb, 2mm wider than the old one. And the exhaust port's been raised – but you can be sure I'm not thinking about such trivial matters as I rip up the mountainsides behind Walt's "freight train" 55" Harley.

"You want to go to the beginner's course?" he asked, smiling slyly.

"Damn the beginner's! Full speed ahead!" I shot back, bravely, foolishly.

We took off, one swift kick igniting the single into life; it crackled idling, and a little flick of the wrist made her give out a healthy yowl, speaking to me from an expansion chamber the size of an oxygen tank; this item was snug up against her lean green bod, and hung into the exhaust port with two springs. The "Green Streak" nickname refers to the lime-flavored paint job on the itty-bitty gas tank, for your information, and that vessel showed a remarkable propensity to empty itself frequently as we motored through hill and dale: like many sweet young things, likes to chugalug her drink. And without the niceties of automatic oiling, either: I had almost forgotten how to concoct what the British call "petroil" in the gas tank. I suspect that much of that fuel zips right past the combustion chamber and goes tumbling out of the exhaust port, in all high-power strokers.

There is definitely more giddyup in this model. This is illustrated by the exhaust port, a couple of stories higher than on the previous model. Kawasaki's master race tuner Bill Bastian says that for "optimum power" (that's the kind that shears boulders in half from a standing start) the port should be opened up 1mm higher yet.

WHUMPH! No, that wasn't me. I was innocently crabbing my lightweight down the side of a steep peak, sidewinder-style, when I happened to look back to see the monster Harley out of control. It was gaining velocity rapidly and Walt had to drop it.

Somehow he started on the downgrade, and with one smart kick I bawled away after him. Then on to the TT Track, and the leviathan twin thundered past me and was gone. I didn't compete much in that race.

I headed for the moto-cross track instead – and that place is an eye-opener in anybody's book. Here's where the Green Streak's gutty torque came in handy: often when my left foot was too busy fending off a huge and ferocious dirt bank to pluck at the shift lever, I just squeezed on the throttle and the flexible rotary valve engine propelled me up up and suddenly away.

That's another change, by the way: instead of a fiber disc, the new machine uses a steel one. It has a larger cutaway, mainly because of the more radical intake timing.

Needed Softer Shocks

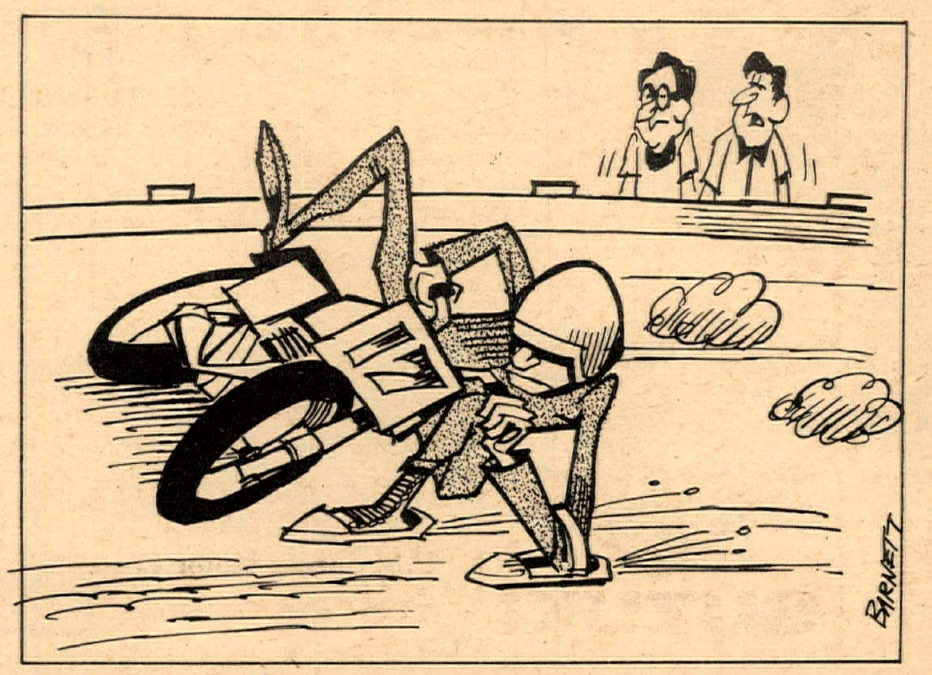
The one ugly part of the machine was the absence of rear damping. The shock absorbers must have been the Bonneville variety, for they were for much smoother surfaces than I found that day. They weren't soft enough for the wildly soaring and rippling track, either.

And that moto-cross track is a bear, daddy. You can be a soft-muscled sissy and still road race all day, but three laps or so around the Saddleback moto-cross circuit and you'd swear you'd just been worked over by the most sadistic drill sergeant at Paris Island. Moto-Cross is for the he-man, the guy who rips tall oaks out of the ground when they get in his way.

But even for a faster, tougher rider than I am, the bike would be more appealing with a set of "Cherry Annies" on the rear. The front forks, on the other hand, seem fine. They managed to gobble up all the bumps, thumps, dips and ripples I could find.

My kidneys couldn't stand it, though. They croaked. So I decided to go hill-climbing, instead.

One look at the Matterhorn Hill Climb was enough to send me to the soft drink stand. (Thought balloon) "The only way to ascend this wall of sheer rock is (a) with a pick and axe (b) with a rocket engine in your tail. The three who have accomplished the feat had neither, however. Just Triumph TR-6's.



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Spinks Cleans House at Trojan TT

By Mike Capalite
Photo by Bill Pettigrew

SOUTH GATE, Cal., Oct. 17 – Bryan Spinks (Yamaha) seems to be taking up where Gary Bailey left off as he pulled a clean sweep in both classes of the TT by first winning the 100cc TT Trophy Dash and then coming back to repeat this feat in the 250cc TT Trophy Dash making it apparent that he was going to be the man to beat in the Main Events.

Since riders qualify for Senior rider separately in each class, Bryan was a Senior Rider in the 100cc Class, but a Junior Rider in the 250cc division. He proceeded to win the 100cc Senior Main Event handily, with Paul Wilde (Yamaha) a hot second and Jack Morgan (Hodaka) third. In the 100cc TT Junior Main Event, Chris Smith (Kawasaki) turned back the troops to take the checkered flag. Second place went to Mike Land (Honda); John Freis (Hodaka) and Les Briely (Hodaka) copped third and fourth.

Spinks Makes 250 Senior

The 250cc Senior division win went to Jerry Formby (Yamaha). Spinks was in the Junior Class for the last time as his TD and Main Event wins gave him enough points to make Senior class. Second in the Junior 250cc TT went to Robert Milner (Bultaco) with Bob Hill (Yamaha) third and Al Savage (Bultaco) fourth.

In the short track Main Event, Chris Smith (Kawasaki) showed them the way around to take the win over Mike Lund (Honda) and Mark Dolce (Bultaco).

(Results on page 16)

Quintard, Bailey take Two each at Trojan

SOUTH GATE, Cal., Oct. 24 – Lloyd Quintard and his fast Kawasaki took the 100cc Junior TT Thursday. He grabbed the lead away from Gary Anderson (Bultaco) on the third lap. Anderson was out of the running.

Tailing Lloyd all the way to finish second was Steve Italiano (Yamaha).

Gary Bailey comes down hard on his Van Tech Hodaka.

The 100cc Junior Short Track event saw Lloyd Quintard first, this time up on a Yamaha. He topped the Junior oval riders.

The 100cc Senior Short Track win was another old story. Paul Wilde rode his Yamaha special to the winner's circle.

Gary Bailey picked up his second 250cc win by taking the lead in the 250cc Senior Short Track on his Greeves. The 250cc Junior Short Track win went to Irwin Moon (Bultaco).

Trojan Raceway is now running both short track and TT on Thursday nights– Both 100cc and 250cc classes with no affiliation requirements.

(Results on page 16)

Suzuki makes it! VICTORY!

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ACA MOTO-CROSS – Saddleback Park – Oct. 13, 1968

ACA 5th Annual USGP Road Race – Oct. 20, 1968

200cc GP Class
1st DAVE DAMRON–SUZUKI
(riding for Ocelot Eng.)
2nd JEFF MAZON – SUZUKI
(riding for Ocelot Eng.)

200cc Production Class
1st DAVE DAMRON – SUZUKI

250cc Production Class
1st DAVE DAMRON – SUZUKI
(riding for Ocelot Eng.)

500cc Production Class
1st DICK MARTIN – SUZUKI
(riding for San Diego Suzuki)

Pack Pins Owner To His Own Track

Story and Photos by John Blanton

AUSTIN, Texas, Oct. 13 – The Kapital Katz M.C. of Austin held its first Sportsman Moto-Cross race at their new course near here. Moto-cross racer John Stinson leased the land to his club for $1 a year.

Jack O'Leary completely dominated the 250cc class with three wins on a Yamaha. He's sponsored by his father, who has the local Yamaha dealership. Second place went to Mike MacFarlane (Bultaco) and third to Mark Moore (CZ).

Bennie Campbell, Suzuki dealer from San Antonio, swept all three races in the 500cc class with his Montesa. Next came Ramon Dasch (Husqvarna) and Doug Parks, also Husky-mounted.

With only three entries in the Open class everybody placed. It was Henry Bostick (Rickman-Metisse), Howard Davis (H-D) and R.N. Root (Triumph), in that order.

With a turn-out of 69 riders for this first event, the Austin club seems on its way to a successful moto-cross season. Having one of the finest moto-cross tracks in the state (spectators can view the entire race from one place), helps. One of the most ardent spectators present was rider (and grandfather) J.B. Henry, who broke his leg in practice and stayed to watch the races.

At the start of the 250cc event, John Stinson, track owner, went down in front of the pack and was promptly pinned to the ground by a cascade of machinery.

(Results appeared last week)

Stinson gets off as Mike MacFarlane (5N), Charles Smith (332) and Mike Baumann (236) go on by.

O'Leary leads MacFarlane (5N) and Mark Moore (A).

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Sprague, Spiker Win As Hosaka Sits

John Sprague winning third Moto.

Story and Photos by Bill Harmer

TIJUANA, Mexico, Oct. 20– John Sprague of Long Beach, Cal. and Ray Spiker of Yuma, Arizona won their classes at the Autodromo de Tijuana, as the Tijuana Motorcycle Association presented another of its spectacular TT programs.

Sprague and the local border favorite, Wayne Hosaka, were denied the chance to race each other in the Open Expert. The fans have been looking forward to it. But on Friday prior to the race Hosaka hit a dog on his street bike, injuring his leg so badly he couldn't sit his mount. He was there watching, however, and admitted that Sprague's style shook his confidence. Perhaps they can get together at Tijuana on Nov. 3.

Sprague's masterful riding thrilled the fans. He easily captured the Open Expert event on his big blue Triumph. In each of the three motos he jubilantly pulled his bike up into a wheelie in the last lap, right past the checker.

Vic Hannan (Kawasaki) pressed him on several occasions but could never overtake him. Pual Bronson, piloting a deep throated Velocette did a masterful job of capturing third.

Local Hero Wins

Riding a DT-1 Yamaha out of Yuma, Roy Spiker dominated the 250 Expert fracas. Spiker has one of the most thrilling riding styles to be seen here in a long while.

Two out of the three motos went to him. In the first however, local favorite, 16-year-old Wayne Clarke, shaded Spiker in the home stretch but he broke a chain. He was lucky to be able to coast across the finish line in third position.

Kawasaki rider Clarke was second in points earned.

The old master and No. 1 plate holder in Dist. 38, 100cc Expert Jim McGuire jockeyed his F & M Reed Induction Hodaka to take top honors. Jon Grace, also Hodaka-mounted edged another Hodaka pilot, Jim Harmon out of second place in a hot duel.

Novice Kawasaki rider, Larry Collie captured the 200cc combined show.

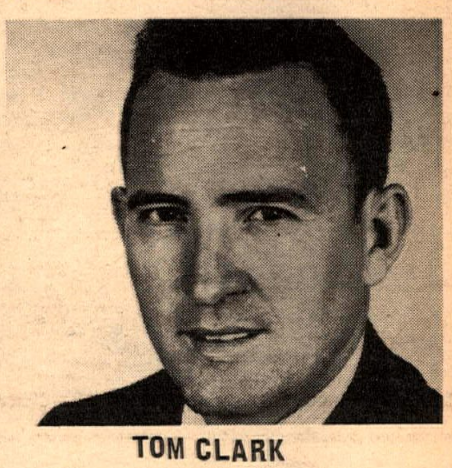
Larry Collie also rode his Kawasaki to a win in the combined 500-Open Novice bash, hotly pressed by Bill Bartles on H-D Sprint. Tim Leque, 16, won a hard-earned third position.

There was the usual post-race beer bust. However, the wooden keg of beer ordered for the Side Hack Association after their kind letter in Cycle News' "Voices of the West" was never tapped. Registrations were held open for them all day but the Side Hack boys never showed. (Results on page 16)

First turn of final Moto, 250 Expert. Ray Spiker (14) won it, Wayne Clarke (52) second, Sprague (behind #10) third.

AMA CREATES NEW PRO RACING DIRECTOR ROLE TO AID PURSES, PROS

WORTHINGTON, Ohio, Oct. 1 – AMA Executive Director Bill Berry, Jr. has announced the appointment of Tom Clark to the newly-created position of Director of Professional Racing. In this position, Clark will work with promoters and



TOM CLARK

AMA officials to create and develop race programs that will be more attractive to the racers, promoters and racing sport enthusiasts.

"As a former motorcycle race (National No. 66) and motorcycle manufacturer's representative," stated Berry, "Tom's knowledge and experience will be invaluable in his work."

Clark was a professional racer from 1955 to 1964. Through the same years and up to 1967 he worked in both wholesale and retail sales of motorcycles.

Tom, who lives in Westerville, Ohio with his wife, Thelma, and their two children, Cynthia and Tom, Jr., includes hunting, fishing, flying, and pistol competition among his hobbies.

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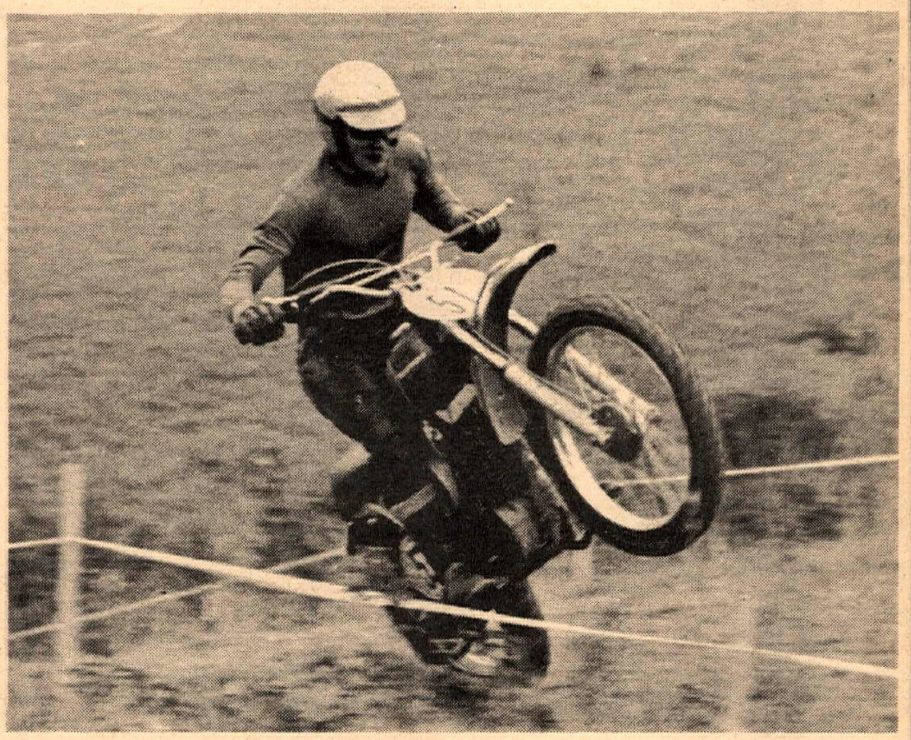

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KAWASAKI 350 road racer. Mod. A-7 engine in A-1R frame, quick, cheap to run $750. Byron Black, (209) 224-4960, or write Dept. of Linguistics, FSC, Fresno, Calif. 93726.

FOR SALE: Two B.S.A. engine, 250 & 350, almost complete. You make offer. Phone: (213) 671-4817.

YAMAHA "80" excellent condition, 170 mpg $175.00 plus all extras. (213) 792-7009.

YAMAHA 80 dirt & street, ex. cond., low mileage, $175.00 or make offer. (213) 941-6953.

WANTED wrecked or non-running Yamaha, Suzuki, Kawasaki. Sam Vanderhoof, 3159 "C" St., Sacto, Cal. 95816.

FOR SALE: 1968 KAW. 250 twin, plus Sonic weld flattrack frame with seat & tank for same $250 plus T.O.P. Also Sherpa "S" 200 complete, less engine, new Pirellis $150. (213) 342-3866.

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'64 ESO 500 Moto-Cross. Ready to go – spare parts $450.00. (714) 628-1953.

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1965 H-D XLR, $595.00. Phone (213) 426-7101. Harley-Davidson of Long Beach, 3654 Long Beach Blvd., Long Beach.

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Honda C2-100 $125.00. Honda Super 90 $150.00. Both bikes clean and desert ready. Call 696-8258 after 6:00 p.m.

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ATTENTION ALL CYCLE SHOPS
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'68-1/2 HODAKA 100cc – Has every extra for competition plus all stock equip. $800 invested – ridden twice – Call for list of extras $550.00. (714) 635-3548.

1967 BSA ROYAL STAR very clean street machine $695.00. (213) 831-6145.

PICK-UP, 1941 Chev. – runs good $150. (213) 532-5762.

GREEVES '67 Challenger springer forks, Filtron, comp. release, extra sprocket, skid plate, like new. $595.00. (213) 547-4530.

'65 BULTACO Torquer $450 or trade for 100cc Hodaka (dirt ready). Call after 5 p.m. (714) 892-1936.

'66 BSA 441 VICTOR, street equip. $600. (213) 665-6909.

TRADE: Need solo seat for 250-441cc BSA. Will pay cash (213) 398-0975.

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HARLEY KR flattracker, has been in Trophy Dash. Ascot ready $500. 359-4548. (213)

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TRAVELING ACCESSORY SALESMAN ATTENTION!!!
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1964 TR6 DESERT, completely set up, good condition $500.00. (213) 596-7038.

WANTED: HOPETOWN ENTRY (213) 861-8545

WANTED– Advertising Manager for national motorcycle publication. All replies held in confidence. Box 1002, Burbank, California 91505 or phone (213) 848-4859.

ZUNDAPP – 100cc road racer, new, 100 lbs., ready to run, w/fairing $300.00. (213) 784-3529.

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1968 GREEVES Challenger. Compression release – Skid Plate – Filtron Filtron – Rickman Bars – Very Clean. $700.00 firm – (213) 429-1509 eves only.

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International Motorcycle, 7233 Canoga Ave., Canoga Park, Calif. Phone: (213) 346-3700.

HUSQVARNA, PENTON Specialist. Mail order parts, Swedish moto-cross gloves $7.95. Malcolm Smith, 1689 La Cedema, Riverside, Cal. (714) 684-1866.

SIDECAR, Watsonian with Triumph mounts. One rail bike trailer. Call (805) 498-6393 after 7:30 pm or: Lennart: 473-1101 from 8-6.

67 DOT 250cc, 32 H.P. cherry, never raced $450.00. (213) 691-4671.

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'68 PENTON 125cc like new, Akront rims, compression releases. (213) 321-2286.

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Experienced only. Call Harry at (213) 793-5153.

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Anyone having entered Dirt Digger G.P. in 250 Novice class who won't be able to ride, call Tom Johnston at Tom's Cycle Center collect. I will pay double your money. Call (702) 382-6600.

'64 MATCHLESS G80CS 500cc desert, engine completely rebuilt by well-known professional tuner, new paint throughout, new sprockets, chains, clutch, etc. Ready to go, super clean. $475.00. (213) 398-4767.

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TRADE – Greeves springer front end, excellent condition for Ceriani front end excellent condition. (213) 833-9009 after 6 o'clock.

NEW COMPETITION Bolt on headers for 66 Fairlane or Comet with 390. Complete with all bolts and both collector caps. $60. Call (213) 329-7238 anytime.

'66 HONDA 160, dirt ready, tires, sprockett, etc., also street equip., 68 tags $200.00. Also Triumph Cub. Call Ron at (714) 842-7324.

RICKMAN METISSE with new 600cc Matchless single – Red (213) 433-1435.

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1966 BSA 441cc. Like new, easy off rear wheel, must sell immediately $495. Huntington Beach (714) 842-8232.

GENUINE Jeff Smith factory BSA Victor Grand Prix moto-cross frame (magnesium, oil in tubes) $395. 1968 Triumph Metisse 500 unit construction, Ceriani's, etc., excellent $895. (213) 254-9027.

FOR SALE or trade 1960 Greeves 250cc 21" front wheel. (213) 376-6020.

1968 BULTACO "El Bandido", 360cc. Never raced, 8 hours on bike. (714) 830-0403. Also '51 Ford Panel – completely rebuilt engine. Good condition. (714) 830-0403.

SACRIFICE: '67 BSA 441 M.X., 21" wh. Ceriani's frt., outstanding cond. $695.00 firm. Also '68 120 Kaw., st. or trail 3 mo. old $295.00. (213) 638-9874.

1965 EL CAMINO 327 cu. in., 4 barrel, 4 speed trans., chrome mag wheels, good tires, sharp. (213) 765-2343 eves.

1966 BULTACO TSS water cooled, 125cc road racer plus kit of spares. Only (approx.) 200 miles since new. Best offer. Ted Brigham, 2416 20th St. Apt. D, Santa Monica, Calif. 90405.

1968 MAICO X4, close ratio, like new, $850.00. (213) 437-3904.

1 – 1965 YAMAHA 250cc Road Racer – Spare Parts – New Goodyear tires – complete racing equipment. $550.00. Cash. Call 714 – 629-1474.

SPECIAL ANNOUNCEMENT
The D.D.M.C. proudly present their 1st Annual "Good Guy" Award to Mr. Wes Cooley. A new typewriter ribbon, two tickets to our 3rd International Moto-Cross, and 10¢ per column inch for your future compliments. DDMC.

NOTE:
Anyone entered in Dirt Diggers Grand Prix, and unable to ride, please contact DDMC at (213) OR 8-2868, (213) 964-5076.

BULTACO–MAICO–PENTON
Orange County Cycle, 205 N. Harbor Blvd., Santa Ana. (714) 531-9984.

'65 TR-6 650 DESERT bike, new Cerianis & tires, sprocket, high pipe, Bates seat, engine strong, many extras. $850. Must see. 1574 La Corta, Lemon Grove, Calif. (714) 465-8454.

360 CZ MOTO-x
1967-68 360cc CZ Moto-x. Excellent condition. Call (714) 528-8364 nites.

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'65 650cc TRIUMPH dirt. Good condition, make offer or trade for Hodaka. Call eves. (213) 679-4102.

'67 BULTACO 100cc Lobito K scrambler, 15 hp, compression release, desert ready asking $295.00. (714) 536-9614.

WATCH this ad, the Invaders M.C. of America.

1968 HUSKY – 360
WIFE's trailing bike, $895. Don Houser (805) 966-2832.

'68 ACE 100 Hodaka, desert & TT ready, low mileage, must sell. (213) 928-1961.

Mile-High Weekend Party

Ken Williams (left) congratulates Tony Garcia (center) Bakersfield club president.
Story & Photo by Rob Robbins

PANORAMA HEIGHTS, Cal., Oct. 20 – The Bakersfield Red Tops held their first annual tour this weekend at Panorama Heights Lodge in the Greenhorn Mountains. The lodge is northeast of Oildale, 50 miles into the mountains, at an altitude of 5230 ft.

The threat of bad weather cut the turnout to only 125 riders and passengers.

On arrival, every rider was welcomed and given a poker hand for the games the next day.

The tour was advertised as "all you can eat", and the Red Tops meant it. Many went back for seconds, even thirds, of that delicious barbequed beef with all the trimmings.

After supper, the cool mountain air moved in fast, and one had to keep dancing to stay warm. But with Harold Cox and his Sooners, that was no problem. Led by Marcia Ashcraft on lead guitar, they put on a superb show.

Mid 40's At Night

The 45 degree night was warmed by Sunday morning sunshine, perfect for the games.

The Reveliers from Bakersfield donated a perpetual trophy for best overall club. The Bakersfield Road Runners got it. With 22 members, they also took largest club award. Local Forest Rangers judged the impressive Gypsy Wheels as the best dressed club. Among the drawings, Don Duty won a half-gallon of Calvert Extra.

(Results on page 16)

Cunningham Surprises, Takes Three of Four

by Dale McKinnon

MARYSVILLE, Cal., Oct. 20 – John Cunningham (70N) has showed up at most Marysville races and has always done well, but not like this. He won the 100 Novice heat and took second in the Main. In 350 to 500 he took both heat and Main in grand style, leading start to finish.

Another cripple back to the wars was Joe Henry who broke his leg at Lincoln recently. But it healed fast. Henry came from the back to wrestle the lead away from a determined Don Simmons in the 250 Am-Ex Main.

Hard Fought Third

Back in the pack it was a three way go between Stan Stanton, Manfred Heyrend and George Carter. A Bul and two Yams. All three were well-matched but it was Manfred who came in third.

In the 250 Novice Jim Crenshaw got back in the trophy circle by taking a well-earned second. Larry Craig of the Dirt Diggers North took the win in a dash from start to finish. He barely lost out in the heat after working his way up from almost last.

The Feather River Motorcycle Club came up with a surprise – a twenty-five lap Main, 250 to Open classes. The front line had almost all Yams. Jim Crenshaw grabbed a quick lead but it was short lived. George Carter came up to relieve him of it before the end of the first lap. Not to be out-done, Joe Henry came up to take second and play tag for the lead.

After riding peg to peg for a while Joe took the lead.

In the 200 Novice Main Bill Strange took a commanding lead and held it to the end. He was riding a 200 Bul.

RESULTS – Powder Puff: 1. Debbie Jackline. 2. Sue Childress.

100cc: 1. Ron Blackman. 2. John Cunningham.

200cc: 1. Bill Strange. 2. Johnnie Fite. 3. Vic Krill. 4. Pierre Bares.

250cc: 1. Larry Craig. 2. Jim Crenshaw. 3. Glen Pair. 4. Lyman Harvey.

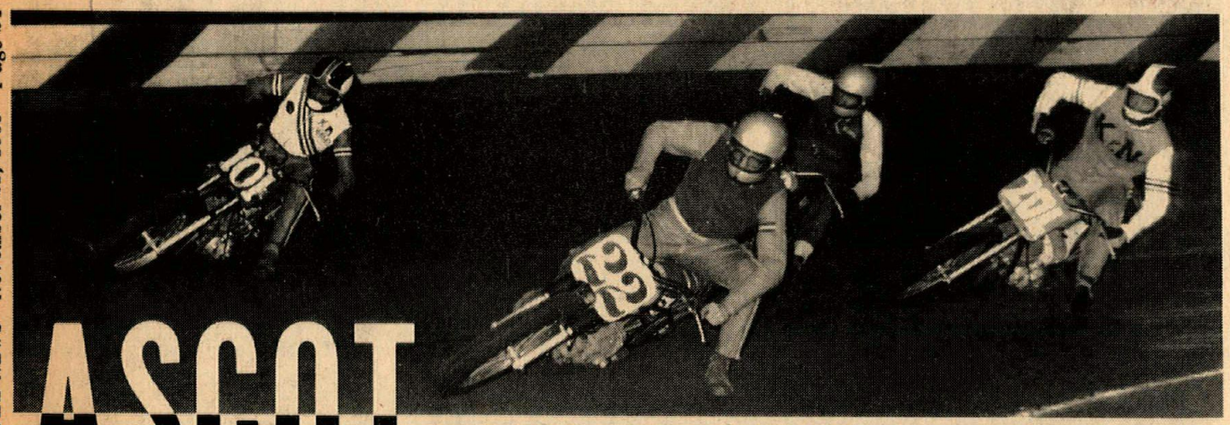
250cc Am-Ex: 1. Joe Henry. 2. Don Simmons. 3. Manfred Heyrend. 4. George Carter.

350cc to 500cc: 1. John Cunningham. 2. Gene Simon. 3. Monte Gibson. 4. Wendell Snider.

Open: 1. Lee Barnes. 2. Jerry Bowen.

25-lapper: 1. Joe Henry. 2. George Carter. 3. Stan Stanton.

John Cunningham (70M) spent most of his track time in front of the pack.



ASCOT

Dan Haaby (22) tries the inside track to fend off Keith Mashburn (101). It didn't work. Terry Donaher (201) follows Haaby.

GARDENA, Cal., Oct. 25 – For the third straight week Expert and Amateur riders played second fiddle to first year Novice riders in the 14-event program Friday night at Ascot Park. Green plates won nine, including the Trophy Dash and Main.

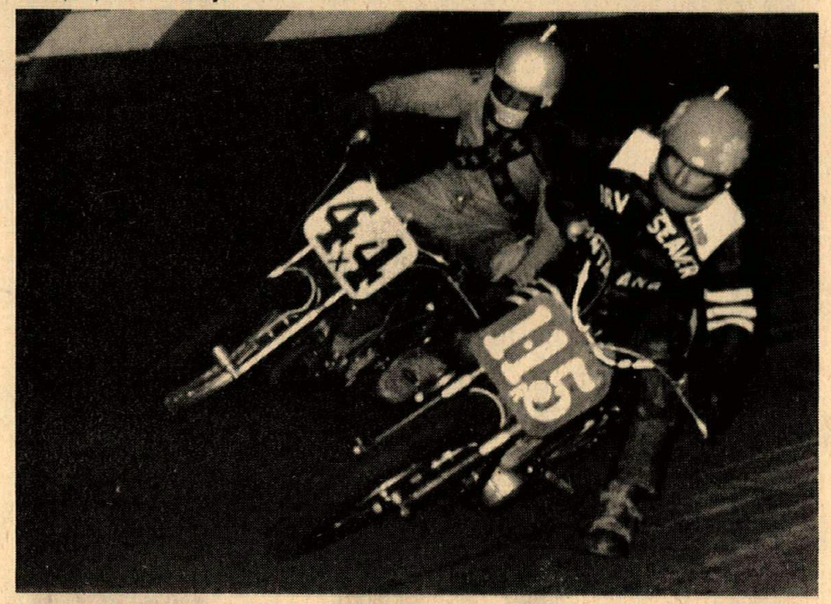
Keith Mashburn (Yamaha) again led the upset-minded beginners as he rode home first in three of the four events. Keith was upset in the Dash by fellow Novice, Don Castro.

Mashburn now has won 10 of 12 races the past three Friday nights and was again an easy winner in the 10-lap final. Amateur riders, shut out two weeks ago, came up with two wins. Experts managed three first during the foggy evening.

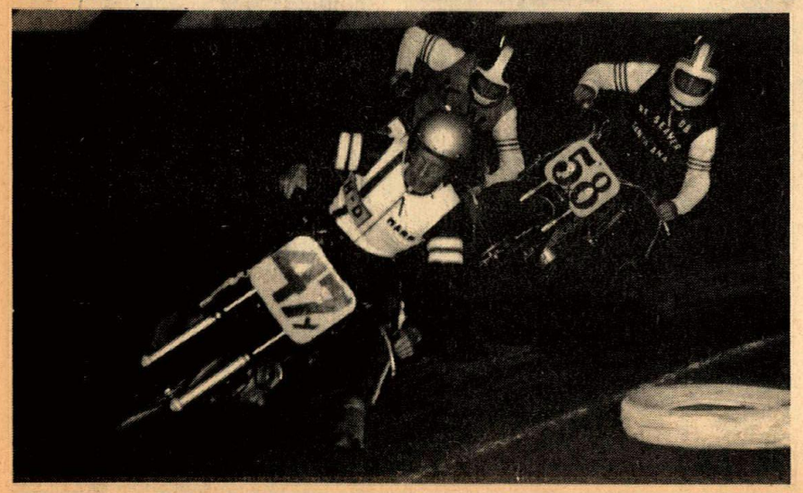
Friday Nov. 8 Finale

Friday night, Nov. 8th the half-mile riders return for the final cycle race of the year at Ascot. Experts, Amateurs and Novices will ride in individual classes probably a relief rot the Experts.

In the final, Castro was too eager and spilled onto the front straightaway. Along came Elliott Schultz, the last rider to make the feature. Elliott had no place to go. Rather than run over the fallen machine he headed for the infield and the TT jump.



Mark Breisford leads Donaher and Dallas Baker (58).



DeWayne Keeter (115) and Dave Aldana fight it out.

But that aimed him straight at the parked ambulance so Schultz laid the machine down at speed, spilling over the side in a cloud of dust. Schultz and his Bultaco were unscathed.

Checkered Flag For Steve

Local Short Track racing suffered its first fatality Friday night. Amateur Steve Pederson fell off on the backstretch in a Semi-final and was hit by another rider. Steve suffered a broken neck and died later that night.

Pederson was a second year rider who came from sportsman road racing. He was one of the top five Novice finishers at Daytona in '67 and among the top ten Novice half-milers last season at Ascot.

This year he won one Main event as an Amateur and finished second in the Amateur final at the Ascot national last month. Steve was single and employed by American Kawasaki in Gardena.

(Results on page 16)

CYCLE NEWS

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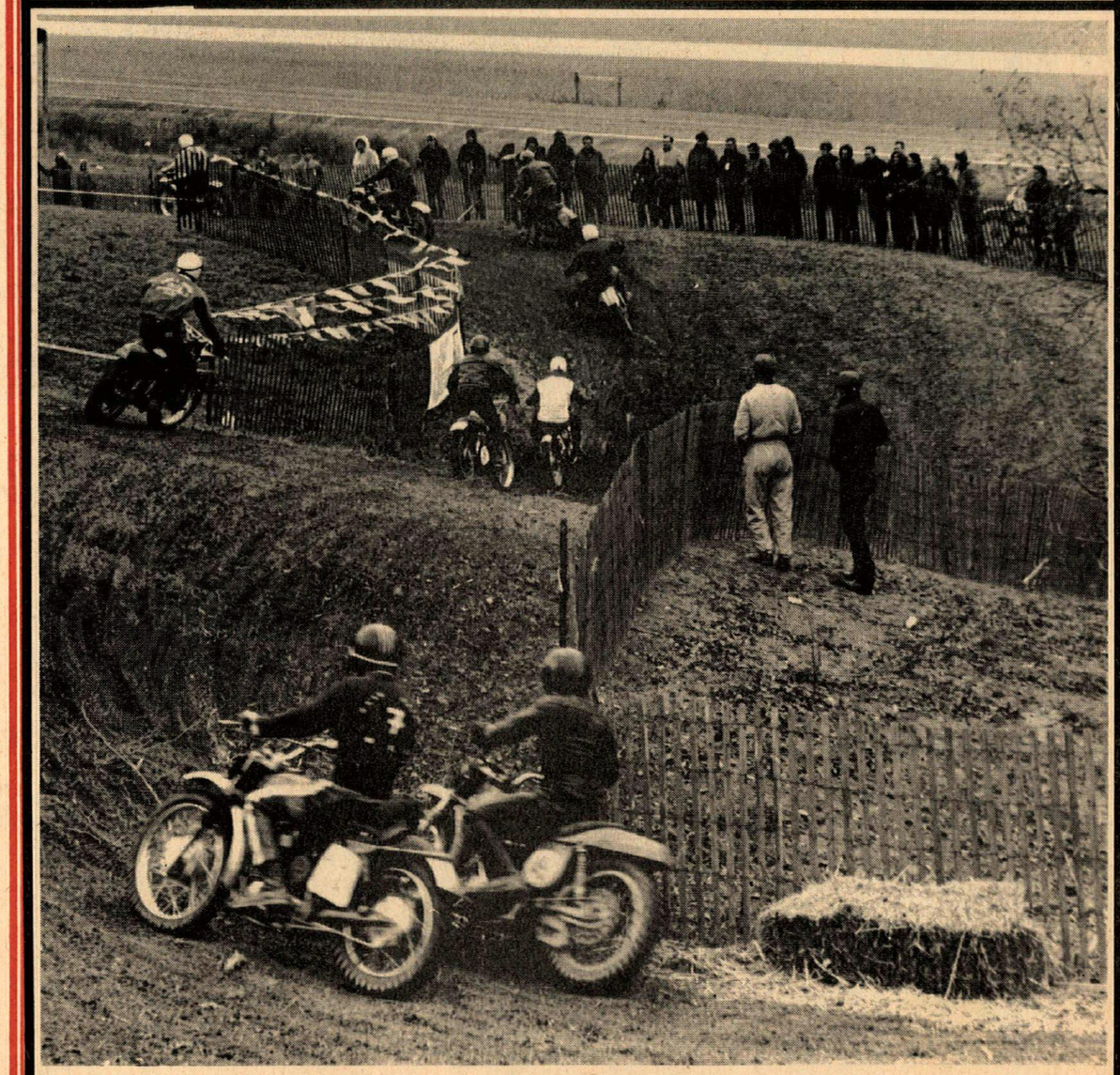

International Moto-Cross racing came to America last weekend, beginning the 1968 International season. Rider in foreground here, at Mid-Ohio Raceway, is Czech. Vlastimil Valek. – Photo by Jack Mercer.